The Hong Kong Daily Press.

No. 9208 第九千九百零八號 光緒十五年九月二十三日 HONGKONG, THURSDAY, OCTOBER 17TH, 1889. 禮拜四 香港英十月十七號 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

October 16, YANGTSZE, German steamer, 814, Tonningsen, Whampoa 16th October, General.—SIEMSSEN & Co.

October 16, APENRADE, German str., 1,476, F. Hohlmann, Koh-si-chang 9th October, Rice.—GEO. R. STEVENS.

October 16, TAI LEE, German steamer, 828, Schuldt, Bangkok 9th October, Rice.—MORRIS & Co.

October 16, TSINAN, British steamer, 1,468, W. N. Allison, Foochow 14th October, Ballast.—BUTTERFIELD & SWIRE.

October 16, NINGCHOW, British steamer, 1,730, Wm. Durdin, Foochow 12th October, General.—ARNHOLD, KARBERG & Co.

October 16, BENLARIG, British steamer, 1,446, Freeman, Amoy 15th October, General.—GIBB, LIVINGSTON & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
15TH OCTOBER.

Comet, German ship, for Hamburg.

DEPARTURES.

October 15, CALEDONIEN, French steamer, for Europe.

PASSENGERS.

ARRIVED.

Per *Tai Lee*, str., from Koh-si-chang.—3 Chinese.

Per *Tsinan*, str., from Foochow.—Messrs. Close, Coffin, and Sinclair, and 1 Chinese.

Per *Ningchow*, str., from Foochow.—Messrs. Richards and Rodger, and 2 Chinese.

DEPARTED.

Per *Caledonien*, str., from Hongkong.—For Saigon.—9 Chinese. For Singapore.—Lieut. J. Masterson, Mr. A. M. Schultz, and 11 Chinese. For Marseilles.—Messrs. Auguste P. T. de Lemos, M. Pestalozzi, F. Fepp, Jose de Luz, Jose Salvador, and J. d'Oliveira. From Shanghai.—For Saigon.—Mr. F. Martel. For Singapore.—Mrs. Dougal, Messrs. S. E. Gioyer and Tobias Saphiere. For Alexandria.—Mrs. A. Garanina, Mr. and Mrs. A. Checkoff, and Mr. Paoloff. For Marseilles.—Mrs. C. Weeber and son, Miss Marie Clark, Messrs. L. Bastide, Alex. Prevost, Honnorat, and Gouy. From Yokohama.—For Saigon.—Mrs. Pillas, Mr. and Mrs. Dubernad, Messrs. Vallance and Robin. For Singapore.—Messrs. De Zoete, Heriot, and Runes. For Batavia.—Mr. and Mrs. Mahas. For Colombo.—Mr. and Mrs. Wishard. For Marseilles.—Viscount and Viscountess Kawase (Minister of Japan), Mr. and Mrs. Desnues, Messrs. Endo, Kawaguchi, Tanaka, Okubo, Nobutaka, O. Hogaro, and Takashima. From Kobe.—For Saigon.—Messrs. Bobaglia, Courtay, Tolay, Cadet, Delile, Michel, Picoron, and Masseron. For Suez.—Mr. Berkwich. For Alexandria.—Mr. Vita Delbourgo. For Marseilles.—Messrs. Sawabe and Delarbre.

REPORTS.

The German steamer *Tai Lee*, from Bangkok 9th October, reports from Bangkok to Paracels had fine weather; from thence to port strong N.W. gale.

The British steamer *Benlarig*, from Amoy 15th October, reports first part wind increasing from N.E., afterwards increasing to a hard gale veering from N.E. to E., S.E. and S.W. with very high confused sea and heavy rain. At 3 a.m. hauled ship head to sea till weather moderated, proceeded on course at 6.30 a.m.

The British steamer *Tsinan*, from Foochow 14th October, reports had fresh monsoon and heavy southerly sea with falling glass to Breaker Point; from there to Single Island very heavy gale and terrific squalls; from Single Island to port fresh S.W. winds. On the 15th instant passed the steamer *Nanshan* off Breaker Point.

The British steamer *Ningchow*, from Foochow 13th October, reports left Pagoda Anchorage on Sunday and on arriving at White Dogs found it was blowing a hard N.E. gale with thick dirty weather, came to anchor under Matson Island. Got underweigh at 4 a.m. Monday and proceeded. From there to Pedro Blanco had strong N.E. wind and thick weather, on arriving there experienced a heavy typhoon with tremendous sea, kept to the southward till weather moderated, then bore up for Hongkong weather still keeping thick with strong N. wind.

INTIMATIONS.

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL,
PARIS, 1878.
Sold by all
Stationers and Dealers. [361

MAN LOONG, of CANTON, has always on hand for Sale BEST PRESERVED MEAT, SOY, &c. Price moderate.

The undersigned is also entrusted with the Sale of PRESERVES, &c., of CHY. LOONG CHOP.

MAN LOONG,
Canton.
1767

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 26th August, 1885. [29

LA TORRE.

A NATURAL SOLERA SHERRY.

DR. STEVENSON MACADAM, writes:—

"ANALYTICAL LABORATORY, EDINBURGH,
"11th June, 1888.

"Messrs. CUTLER, PALMER & Co.

"I have made a careful and exhaustive Analysis of a sample of Sherry of the mark 'LA TORRE.' The results show this Sherry to be a natural Wine of great purity, free from added alcohol or other addition.

"The 'LA TORRE' Sherry is well adapted for general use, and is a tonic which may be safely employed by those suffering from a weak digestion.

"STEVENSON MACADAM,
F.R.S.E., F.C.S., F.I.C.,
Lecturer on Chemistry, &c."

Our representatives in China can supply this charming and delicate wine at $9 per Case.

2063 CUTLER, PALMER & Co.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

8 to 10 a.m. every quarter of an hour.
12 to 2 p.m. every half hour.
4 to 8 p.m. every quarter of an hour.

THURSDAYS.

NIGHT TRAMS at 10.30 and 11 p.m.

SUNDAYS.

10.40 a.m.; 12 to 1.30 p.m. every quarter of an hour
4 to 8 p.m. every quarter of an hour
9, 10, 10.30, and 11 p.m.

Special CARS may be obtained on application to the SUPERINTENDENT.

Single Tickets are sold in the Cars; Five-Cent Coupons and REDUCED TICKETS at the Office.

MACEWEN, FRICKEL & Co.,
General Managers.
Hongkong, 1st May, 1889. [1618

INTIMATIONS.

BOOKBINDING, by European methods, with the best materials and under European supervision at THE "DAILY PRESS" OFFICE. Always pronounced equal to home work and prices very moderate.

PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE. All proofs are read and all work superintended by Europeans. Always equal and generally superior to that done anywhere else.

THE
HALL & HOLTZ
CO-OPERATIVE
COMPANY, LIMITED.

GENTLEMEN'S OUTFITTING DEPARTMENT.

We are now shewing in the above department an entirely new stock of

MERINO VESTS and PANTS.
BALBRIGGAN VESTS and PANTS.
SILK and WOOL VESTS and PANTS.
Long Cloth SHIRTS.
Long Cloth DRESS SHIRTS.
The "ROYAL DRESS" SHIRT, latest speciality for Evening Dress.
Linen COLLARS, newest shapes.
Linen CUFFS.
SCARFS and TIES in all the most fashionable shapes and colours.
Merino, Cashmere, Lisle Thread and Cotton HALF HOSE.
Black and Coloured SILK SOX for Evening wear.
Linen and Silk HANDKERCHIEFS.
Tan Leather SHOES and BOOTS.
PATENT LEATHER SHOES.
MOROCCO LEATHER SHOES.
CALF SHOES, KID SHOES, COURT SHOES.
Single Sole Lace and Elastic Side BOOTS.
FELT HATS, latest London Styles in Drab, Fawn, Black, Brown and Nutria.
SINGLE TERAI HATS, from $2.50 each.
DOUBLE TERAI HATS, from $4.50 each.
Pearl Shell HATS.
White Flannel SHIRTS.

SPONGES, TOOTH BRUSHES, and all requisites for the Toilet.

THE HALL & HOLTZ
CO-OPERATIVE Co., LD.
Hongkong, 4th October, 1889. [23

KELLY & WALSH, LIMITED.

Wedding Number of the Graphic.
Wedding Number of Illustrated London News.
Summer Number of the Graphic.
A Splendid assortment of choicely bound Bibles, Prayer Books, Hymns A. & M., Portuguese Prayer Books, Christian Years, Thomas A. Kempis, The Poets, and Standard Works.
Brassey's Naval Annual.
All England Series:—Golf, Lawn Tennis, Rowing and Sculling, 40 cents each.
Infantry Drill Book, 1889.
Chamberlain's Colloquial Japanese.
Stedman's Chinese and English Phrase Book.
The Ballet, representing The Months, a series of beautiful figures, carbon prints on Opal, in Ivory and Plush frames.
"Squeezer" Playing Cards.
Vegetable Ivory Poker Chips.

FRESH CIGARETTES.
(Just landed in splendid condition.)
Sweet Caporals.
Kinney's Straight Cuts.
Richmond Straight Cuts.
Allen & Ginter's Virginia Brights.
Little Beauties.
Kinney's Special Full Dress Straight Cuts.
Manila Cigarettes—Senoritas—Well Seasoned, 200 in box for $1.50.

KELLY & WALSH, LD., HONGKONG.
[120

LANE, CRAWFORD & Co.

Have received their First Shipment of
GENTLEMEN'S OUTFITTING GOODS
for the
AUTUMN SEASON.

UNDERSHIRTS, PANTS, SOCKS,
JERSEYS, ROWING, FOOTBALL, and POLO
SINGLETS.
New Oxford and French PRINT SHIRTINGS.
New Calcutta CLOTHS for SHIRTS and PYJAMAS.
The Latest COLLARS, SCARVES, and CRAVATS.
NEW FELT HATS.

LANE, CRAWFORD & Co.
Hongkong, 16th October, 1889. [22

A. S. WATSON & Co., LIMITED.

NEW SEASON'S

CHRISTMAS CARDS.

OUR FIRST SHIPMENTS
HAVE ARRIVED.

Early inspection is invited as further Supplies will be delayed by the Strikes in London.

Hongkong, 16th October, 1889. [2163

NOTICE.

FROM the First November next the SHANGHAI BUTCHERY will be prepared to supply BRAWN, LARD in Bladders, Fresh and Pickled ENGLISH PORK, SAUSAGES, &c.

Also,

BEEF, in Joints and Corned, BLACK PUDDINGS, PORK and GAME PIES.

S. R. GALE.
Shanghai, 11th October, 1889. [2164

THE
MARINBURK FURNITURE Co., LD.,
COLLEGE CHAMBERS,

Beg to request the Public before purchasing elsewhere to call and Examine their best made

FURNITURE AND UPHOLSTERY.

Most reasonable prices comparing favourably with others. Only the very best Materials used, and first class Workmanship guaranteed.

Shortly expected to arrive, the very Finest Selected Stock of

FURNITURE COVERINGS, ART DRAPERIES, CURTAINS, FRINGES, &c.

Hongkong, 2nd September, 1889. [57

BANKS AND LAND COS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000
RESERVE FUND	4,400,000
RESERVE LIABILITY OF PROPRIETORS	7,500,000

COURT OF DIRECTORS—
W. H. FORBES, Esq.—Chairman.
H. L. DALRYMPLE, Esq.—Deputy Chairman.

W. G. Brodie, Esq.	S. C. Michaelsen, Esq.
T. E. Davies, Esq.	J. S. Moses, Esq.
J. F. Holliday, Esq.	L. Poesnecker, Esq.
Hon. J. J. Keswick.	N. A. Siebs, Esq.
Hon. B. Layton.	E. A. Solomon, Esq.

CHIEF MANAGER.
Hongkong—G. E. NOBLE, Esq.
MANAGER.
Shanghai—JOHN WALTER, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager.
Hongkong, 24th August, 1889. [9

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
G. E. NOBLE,
Chief Manager.
Hongkong, 1st January, 1889. [70

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL	£2,000,000.
PAID UP	£ 580,000.

LONDON:
Head Office........40, THREADNEEDLE STREET,
West End Office, 25, COCKSPUR STREET.

BRANCHES IN INDIA, PERSIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

AGENCY DEPARTMENT.

For the convenience of those returning to Europe, an Agency Department has been added to the ordinary business of the Bank, for the transaction of Personal Agency of every description.

Pay and Pensions collected.
Baggage cleared, warehoused, or forwarded.
Insurances effected.
Circular Notes and Letters of Credit issued.
Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT,
Manager, Hongkong Branch.
Hongkong, 12th March, 1887. [11

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL	$5,000,000
PAID UP CAPITAL	2,500,000
RESERVE FUND	1,250,000

BOARD OF DIRECTORS:
Hon. J. J. KESWICK, Chairman } Managing
" C. P. CHATER, Vice-Chairman } Directors.
E. A. SOLOMON, Esq.
J. S. MOSES, Esq.
S. C. MICHAELSEN, Esq.
G. E. NOBLE, Esq.
LEE SING, Esq.
POON PONG, Esq.

BANKERS:
THE HONGKONG & SHANGHAI BANKING CORPORATION.

Money advanced on Mortgage on Land or Buildings.
Properties purchased and sold.
Estates managed and all kinds of Agency and Commission business relating to Land, &c., conducted.
Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER,
Secretary.
Victoria Buildings,
Hongkong, 3rd May, 1889. [609

FOR SALE
AT THE PEAK.

"BROCKHURST" and surrounding land, comprising R. B. L. No. 1.

The House, which is substantially built, has recently been enlarged, and commands one of the finest views in the Colony.

The Site is sufficiently large to allow of several other Houses being built thereon.

For Full Particulars, apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 23rd August, 1889. [1772

WHOLESALE AND RETAIL.

WATERBURY WATCHES.

THE HANDIEST, CHEAPEST, & BEST TIME-KEEPERS INVENTED.

$3 PRICE THREE DOLLARS EACH $3

REPAIRS NEVER EXCEED 50 CENTS FOR EACH WATCH.

Orders from Outports to be accompanied with remittance for cost.

THE MITSUI BUSSAN KAISHIA,
(Sole Agents in Japan & China for the Sale of the above Watches),
10, Queen's Road Central,
Opposite Marine House.
Hongkong, 30th August, 1889. [1780

AUCTIONS.

PUBLIC AUCTION
OF
VALUABLE LEASEHOLD PROPERTY.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW,

the 18th October, 1889, at 3 O'CLOCK P.M., on the spot,

ALL THAT PIECE OR PARCEL OF GROUND situate on Section A of Subsection No. 1 of Section A of Marine Lot No. 40, abutting on the Northern side thereof on the remaining portion of Marine Lot 40, and measuring thereon 44 feet, 6 inches or thereabouts, on the Southern side thereof on Queen's Road East and measuring thereon 44 feet 8 inches, or thereabouts, on the Eastern side thereof on a private Lane forming other portion of the said Subsection No. 1 of Marine Lot 40 and measuring thereon 192 feet 3 inches or thereabouts and on the West thereof on a close registered in the Land Office as Marine Lot No. 64, and measuring thereon 190 feet or thereabouts, with 13 Substantial three storied Houses newly erected thereon.

The above will be sold in 13 Lots.

For further Particulars and Conditions of Sale, apply to

G. R. LAMMERT,
Auctioneer,
Duddell Street.
Hongkong, 12th October, 1889. [2138

GOVERNMENT NOTIFICATION.—
No. 426.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 21st day of October, 1889, at 4.30 P.M., are published for general information.

By Command,

A. LISTER,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 12th October, 1889. [2147

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 21st day of October, 1889, at 4.30 P.M., by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND, at Tsimshatsui, Kowloon, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements N. feet	S. feet	E. feet	W. feet	Contents in sq. ft.	Annual Rt. $	Upset Price. $
1	Kowloon Inland Lot No. 621	MacDonnell Road Kowloon, N.W. Water Police Station	180'11"	171'6"	112'0"	129'0"	21,070	290	21,070

NOTICE OF INGOT COPPER FOR SALE.

IN offering our Ingot Copper to the Public for Sale, we beg to remark that our Tile Copper, which has for two hundred years (200) been produced from the Besshi mines, Iyo province, and which has always been highly esteemed and well-known, both in the Local and in the markets abroad as Sumitomo-Copper, is of the best quality and unalloyed.

To suit the convenience of Purchasers, we have now ready some INGOT COPPER, besides the TILE COPPER, both of which are of the very same quality (the difference being only in the form).

All the Ingot Copper of our own manufacture bears our trade mark ※K.S., and none is genuine without it. The superior quality of the metal, as reported from a recent analysis at our imperial mint of Osaka, is said to contain 99.6 parts of pure Copper to every 100 parts of the said metal.

SUMITOMO BRANCH OFFICE,
HIOGO—JAPAN,
Sole Agent in Hongkong,
H. KUSAKABE,
2120 at No. 50, Queen's Road Central.

SPECIALITIES.

INVALID'S PORT

CUTLER PALMER'S.

Analysed and Certificated by PROFESSOR CASSALL. Each bottle bears his Certificate of Purity. *The Wine is as designated.*

Apply to
2062 SIEMSSEN & Co.

WANTED—A GOOD GENERAL OFFICE ASSISTANT for a Firm at Yokohama.

Address P. O. Box, No. 315, Yokohama, stating previous experience, and Salary required.

Yokohama, 5th October, 1889. [2155

WANTED.

ACCOMMODATION as GODOWNS. GROUND FLOOR and FIRST FLOOR in Queen's Road, Central, near Clock Tower.

Apply to
C.,
Office of this Paper.
Hongkong, 4th October, 1889. [2078

WANTED.

AN EXPERIENCED BOOK-KEEPER.

Apply to
D. GILLIES,
Secretary,
Hongkong & Whampoa Dock Co., Ld.
Hongkong, 11th October, 1889. [2129

CARBOLINEUM AVENARIUS.

AN ANTISEPTIC PAINT for the PRESERVATION OF WOOD.

The best and cheapest substitute for Oil-paint and Tar.

SIMPLE APPLICATION. GREAT SAVING.
NUMEROUS TESTIMONIALS.

Protects all kinds of Wood against Fungus, Insects, and Decay.

Used during the last 12 years with the utmost success.

The most effective preparation against the ravages of WHITE ANTS and all other Wood destroying insects, proved by TESTIMONIALS of leading authorities in the Colonies.

Sold in Casks of about 450 lbs. net; Price 8 cents per lb.

For Further Particulars, apply to
SCHEELE & Co.,
Sole Agents,
No. 16, Stanley Street.
Hongkong, 13th June, 1889. [1230

INTIMATIONS.

THE HONGKONG MARINA, LIMITED.

NOTICE is hereby given that the STATUTORY MEETING of SHAREHOLDERS will be held at the Office of the Company, No. 2, D'Aguilar Street, on THURSDAY, the 24th instant, at NOON.

J. A. BARRETTO,
Secretary.
Hongkong, 10th October, 1889. [2124

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the undersigned at 12 O'CLOCK (NOON), on MONDAY, the 28th October instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 28th inst., both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 8th October, 1889. [2111

HONGKONG HOTEL COMPANY, LIMITED.

6 PER CENT. DEBENTURES.

NOTICE.

INTEREST on the above Debentures for the Six Months ending 19th inst. being DUE on that date, Holders are requested to deposit their Debentures at the Office of the undersigned, Marine House, Queen's Road, for inspection on the 17th and/or 18th inst., between the hours of 10 A.M. and NOON, and to call for same and receive payment of interest due, on the 19th inst., also between the hours of 10 A.M. and NOON.

By Order.

R. LYALL,
Secretary, Hongkong Hotel Co., Ld.
Hongkong, 14th October, 1889. [2145

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that a CALL of TEN DOLLARS per Share in the above Company is hereby made and is payable at the HONGKONG & SHANGHAI BANKING CORPORATION as follows.

Five Dollars per Share on the 15th November, 1889.

Five Dollars per Share on the 15th February, 1890.

Interest at the rate of 12 per cent. per Annum will be chargeable on all Calls unpaid on due dates.

By Order of the Board,
J. WHEELEY,
Secretary.
Hongkong, 11th October, 1889. [2130

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that a CALL of ($4) Four Dollars per Share, is payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on or before the 16th November, 1889.

By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.
Hongkong, 16th October, 1889. [2166

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of SEVEN DOLLARS PER SHARE for the year 1888 will be payable on FRIDAY, the 11th instant.

WARRANTS may be had on application at the Office of the Society on and after that date.

By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, 10th October, 1889. [2128

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1888.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a List of their Contributions for the year ending 31st December last, in order that the Distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the Thirtieth day of November next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Ld.
Hongkong, 15th October, 1889. [2158

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the undermentioned Bank Share Certificates, viz.:

No. B 2071=3465/66, 4645/52 }
21341/55, 14389/92 } .. 50 Shares
51692/712. }
in the name of L. MENDEL.
No. B 2099=3280/3289 ...10 "
B 2134=53909/23, 57342/46, }
1406/10. } 25 "
in the name of W. D. SPENCE.
No. B 2269=27918/7932 ...15
in the name of W. H. GASKELL,

together ONE HUNDRED SHARES HAVE BEEN LOST and should the same not be produced before the THIRTY-FIRST DAY OF DECEMBER NEXT, New Certificates will be issued to the said L. MENDEL, W. D. SPENCE, and W. H. GASKELL respectively, and the aforesaid Certificates B 2071, B 2099, B 2134, and B 2269 will be thereafter treated by this Corporation as null and void.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
G. E. NOBLE,
Chief Manager.
Hongkong, 1st October, 1889. [2056

NOTICE.

NOTICE is hereby given that I, the Undersigned,

CHYLOONG,

still carry on the Old Established Business of DEALER IN SWEETMEATS, SOY, AND ALL KINDS OF CANTON PRESERVES,

under the Style or Firm of CHYLOONG, at Honam, Canton, only,

and that I have no connection with any other Firm or Company at Hongkong, Canton, or elsewhere trading as "THE CHYLOONG" or otherwise.

Notice is also given to the Public that I have no Agency or Shop whatever in Hongkong and that no Goods sold there as the CHYLOONG Brand are genuine unless the following label is found on the boxes, viz.:

CHYLOONG
DEALER IN SWEETMEATS,
SOY, AND ALL KINDS OF CANTON PRESERVES,
No. 34, OLD CHINA STREET,

and on all Casks my Seal "CHYLOONG CANTON" with a ROOSTER will be found on the Corks.

Notice is also given that I have no connection with the MAN LOONG SHOP of Canton, and that they have no authority to deal in Goods Manufactured by my Firm, and any Goods sold by them bearing the CHYLOONG CHOP are not Manufactured by my Shop at Canton.

CHYLOONG,
2067 Honam, Canton.

INTIMATIONS.

DAKIN BROTHERS, OF CHINA, LIMITED,

MANUFACTURERS
OF
AERATED WATERS.

The Factory is fitted with a powerful Steam Plant of the most replete and modern description. The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

The following are manufactured daily:—

AERATED WATER,	PHOSPHOZONE
SODA WATER,	SELTZER,
LEMONADE,	LITHIA,
GINGER ALE,	SARSAPARILLA.

DAKIN'S QUININE TONIC WATER.

The peculiar blending of the bitter and sweet flavours in this palatable beverage, gives it a distinctive character.

The Quinine contained in solution has a decided influence in preventing malarial fever.

DAKIN BROTHERS OF CHINA, LIMITED,
LONDON—HONGKONG—AMOY. [134

THE CHINESE AMUSEMENTS SYNDICATE, LIMITED,

WILL open their GROUNDS at BOWRINGTON, on
WEDNESDAY,
the 23rd October, 1889,
and solicit the patronage of the Public.

SWITCHBACK RAILWAY.
STEAM ROUNDABOUT.
SHOOTING GALLERIES.
AUNT SALLIES.
MAGIC LANTERNS.
A VARIETY OF OTHER AMUSEMENTS, &c., &c.

NO INTOXICANTS SOLD ON THE GROUND.

Price of Admission .... Five Cents.

By Order,
J. A. BARRETTO,
Secretary.
Hongkong, 5th October, 1889. [2085

HONGKONG CRICKET CLUB.

A MATCH between OVER 25 and UNDER 25 will be commenced at 11 A.M. on SATURDAY, the 19th inst.

Members willing to play will please Sign their names, either on the List lying on the table in the Club ante-room or on the one in the Cricket Pavilion, on or before 4 P.M. on FRIDAY, the 18th inst. They will please state whether they are Over or Under.

A. K. TRAVERS,
Hon. Secretary.
Hongkong, 16th October, 1889. [2165

LOST.

THE Undernoted 2 SHARES of CRUICKSHANK & Co., LIMITED, being the Property of the Undersigned, having been LOST, the Public are warned against negotiating the same.

SHARES	SCRIP NO.	NOS. OF SHARES
2 J. TULLOCH	211	1585, 1586

CRUICKSHANK & Co., LD.,
JAS. STEPHEN,
Acting General Manager.
Hongkong, 4th October, 1889. [2075

THE PREMIER CHAMPAGNE

is the Dry Elite quality of
BINET FILS ET CIE., REIMS.
SHIPPED BY
CUTLER, PALMER & Co.,
to their China and India Agencies.

N.B.—Connoisseurs of Champagne should compare this superior wine with any of the best qualities of other Shippers. Price, $24 per dozen Case. [2061

MERCANTILE MARINE OFFICERS' ASSOCIATION.

UNTIL the NEW PREMISES are ready the above named institution will be carried on at Nos. 2, 4, and 6, High Street, (above the Government Civil Hospital).

Good Accommodation for M. M. Officers.

JAS EDWARDS,
Proprietor.

J. A. CLARKE,
Teacher of M. M. Officers and Engineers.
Above Address.
Hongkong, 2nd September, 1889. [1836

FOR SALE.

CHAMPAGNE "MONOPOLE."
—HEIDSIECK & Co.—

MONOPOLE RED SEAL (medium dry).
Do. "sec" RED FOIL } (dry).
Do. GOLD FOIL }
DRY Do. do. (extra dry).

CARLOWITZ & Co.,
Sole Agents for
HEIDSIECK & Co., REIMS,
For Hongkong, China, and Japan.
Hongkong, 1st July, 1885. [1383

THE ILFORD DRY PLATES
IN THREE DEGREES OF SENSITIVENESS.

	¼ pt.	½	1/1	
ORDINARY	50 cts.	$1	$2	per doz.
EXTRA RAPID	60 cts.			per doz.
SPECIAL RAPID	75 cts.			per doz.

Other sizes at proportionate Prices.

R. G. HOPKINS,
23, Pottinger Street,
Sole Agent for Hongkong.

Price Lists on application. 10 per cent. Discount to Professionals. [1610

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880 WHITE SEAL.
$22........... per case of 1 dozen quarts.
$23........... per case of 2 dozen pints.

PAUL DUBOIS & Co.'s CLARET, GRAND VIN LEOVILLE.
$25........... per case of 1 dozen quarts.

CLARET, CHÂTEAU LAROSE.
$13........... per case of 1 dozen quarts.
$14........... per case of 2 dozen pints.

PONTET CANET.
$9.50........... per case of 1 dozen quarts.

PALMER MARGAUX.
$7.50........... per case of 1 dozen quarts.
$8.50........... per case of 2 dozen pints.

LORMONT.
$5........... per case of 1 dozen quarts.

JOHN WALKER & SONS'
OLD HIGHLAND WHISKEY.
$8........... per case of 1 dozen bottles.

ALSO,
CUTLER PALMER & Co.'s
WINES AND SPIRITS.
SIEMSSEN & Co.
Hongkong, 1st January, 1884. [25

SCOTCH WHISKY.

Really the best is CUTLER PALMER & Co.'s
Because it is old and mature and rich.
Because it is quite free from fusel oil.
Because Physicians approve it as 'A 1.'

It is shipped in Round, Square, and Heart Shaped Bottles.

Our Agents have Stocks of either

Please apply to SIEMSSEN & Co.
or to LANE, CRAWFORD & Co.
Hongkong, 21st January, 1889. [1529

NEW ADVERTISEMENTS.

NOTICE.

THE Business hitherto carried on at "The White House," Queen's Road Central, under the Style or Title of "GATE & FAIRALL," has This Day been dissolved by Mutual Consent.

E. S. GATE.
B. FAIRALL.
Hongkong, 16th October, 1889. [2174

WITH Reference to the above, the Business will in future be carried on under the Style of "GATE & Co.," who will pay and receive all Accounts in connection with the Old Firm.

Miss FAIRALL will continue to Manage the Dress-making Department until further notice.

E. S. GATE.
Hongkong, 16th October, 1889. [2175

HONGKONG JOCKEY CLUB.

THE ANNUAL GENERAL MEETING of the MEMBERS of the HONGKONG JOCKEY CLUB will take place in the CHAMBER OF COMMERCE ROOM, City Hall, on WEDNESDAY, the 30th October, at FOUR P.M.

By Order,
E. H. GOREBOOTH,
Clerk of the Course.
Hongkong, 17th October, 1889. [2173

EAST BORNEO PLANTING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

UNPAID CALLS.

NOTICE is hereby given, that unless the CALL of ($15) Fifteen Dollars per Share, due on the 16th August last, be paid to the HONGKONG AND SHANGHAI BANKING CORPORATION, on or before the 31st inst., such Unpaid Calls will be debited with interest, at the rate of 12 per cent. per Annum from the 16th August, in accordance with the powers contained in the Company's Articles of Association, and the Shares in respect of which the Calls are due will be liable to forfeiture.

GIBB, LIVINGSTON & Co.,
General Agents.
Hongkong, 17th October, 1889. [2171

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IN accordance with the Articles of Association of the above named Company, Shareholders are hereby notified that a CALL of 20 (Twenty Dollars) per Share is payable at the Registered Office of the above Company, No. 62, Queen's Road, Hongkong, on or before the 31st October, 1889. Interest at the rate of 12 per cent. per Annum will be charged on Unpaid Calls from the 31st October, 1889.

Dated Hongkong, 16th October, 1889.

C. EWENS,
2172 General Manager.

CHRISTMAS & NEW YEAR CARDS.

W. BREWER

Begs to call attention to his specially Designed JAPANESE & CHINESE CHRISTMAS CARDS, which are entirely Novel in design and artistic in character.

All the designs are W. BREWER'S sole property and cannot be purchased elsewhere, and an early inspection is solicited as the Stock of them is limited and cannot be replaced in time for the Home Mail reaching England by Christmas Day, and from the rapid sale of previous years a speedy clearance is expected.

WALTER W. BREWER,
21 UNDER HONGKONG HOTEL.

STEAM TO LONDON DIRECT, Calling at INTERMEDIATE PORTS.

THE Departure of the P. & O. S. N. Co.'s Steamship

"BOMBAY,"

has been POSTPONED until NOON, TO-DAY, owing to the inclemency of the weather.

This Vessel is disconnected from the Mail services, but has excellent Accommodation for through Passengers (First Saloon only) at reduced rates. Electric Light. Deck Cabins. Surgeon carried, &c.

E. L. WOODIN,
Superintendent.
Hongkong, 16th October, 1889. [2162

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"WINGSANG,"

Captain St. Croix, will be despatched as above TO-DAY, the 17th inst., at NOON, instead of as previously advertised.

This steamer has superior First Class accommodation specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 16th October, 1889. [2167

"BEN" LINE OF STEAMERS.

FOR SINGAPORE AND NEW YORK.

THE British Steamer

"BENLARIG,"

Captain Freeman, will be despatched as above TO-DAY (THURSDAY), the 17th inst., at NOON.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 17th October, 1889. [2176

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain S. Ashton, will be despatched for the above Ports TO-MORROW, the 18th inst., at DAYLIGHT, instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 16th October, 1889. [2168

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.)

THE Company's Steamship

"STENTOR,"

Captain Milligan, will be despatched as above on MONDAY, the 21st inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th October, 1889. [2170

YEE SUNG
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address:—Care of Messrs. KWONG SUNG & Co.,
No. 68 PRAYA. [652

INTIMATIONS.

NOTICE.

A. S. WATSON & CO., LIMITED.

FLOWER AND VEGETABLE SEEDS.

SEASON 1889-1890.

WE have just received our New Season's importations direct from the best Growers in England, France, and Germany, and are now prepared to execute all orders received for same with prompt and careful attention.

DESCRIPTIVE CATALOGUES for ordering from (containing hints for gardening) will be sent post free on application.

ORDERS FROM ONE PERSON $5 TO $10 ALLOWED 25 PER CENT. DISCOUNT.
ORDERS FROM ONE PERSON OVER $10 ALLOWED AN EXTRA 5 PER CENT. DISCOUNT.

SINGLE PACKETS AT LIST PRICES.

WE GUARANTEE

That all seeds sold by us shall prove to be as represented, to the extent that should they not do so, we will replace them, or send other seeds to the same value. But we cannot guarantee the crop any further than the above offer, as there are so many causes which operate unfavourably in the germination of seeds in a tropical climate, over which we have no control. Among the causes of failure may be mentioned unfavourable weather which is one of the most important. The soil may be in proper condition when the seed is planted, but the weather which follows may be too wet, which will cause the seed to rot; or it may be too hot and dry, which destroys the germ before it shows itself. The soil may also be unfavourable for the variety of seed planted. And lastly, the seeds may be and are frequently destroyed by vermin of various kinds. Such occurrences are beyond the power of man to prevent, and for which we cannot be responsible.

Hongkong, 2nd September, 1889.

WATSON'S
PATENT DESSICATING OR DRYING BOTTLES.

We beg to call special attention to our NEW PATENT DRYING BOTTLES which have been specially designed and manufactured for us.

By the use of these Bottles, CIGARS, SEEDS, and GOODS of all kinds, which are susceptible to the destroying influences of moisture can be kept in good and perfect condition.

Whenever or wherever the atmosphere is surcharged with moisture these Bottles will be found invaluable.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.
Hongkong, 2nd September, 1889. [1—19

BIRTH.

On the 15th October, in Altona, Germany, the wife of TH. VON PUSTAU, of a son. [2.7

The Daily Press.

HONGKONG, OCTOBER 17TH, 1889.

THE barrenness of British diplomatic action at Peking of late years has been frequently remarked on, and a ready explanation has been found by imputing it to the ineptitude of the Minister. Sir JOHN WALSHAM is in the unfortunate position of having little positive result of his diplomatic labours to show, while on the negative side the account is large, the chief items being the failure to secure the opening of the Upper Yangtsze to steam navigation, as provided for by the Chefoo Convention, and the breakdown of the Sikkim negotiations. It is possible, however, that the system upon which he is compelled to work may be as much or more to blame than the man. Such is the suggestion derived from the perusal of an article in the *Chinese Times*. Our contemporary borrows Sir GEORGE BOWEN'S description of LI HUNG-CHANG as the BISMARCK of China, and speaks of Tientsin as "the seat of executive as well as deliberative power" in China. There most of the foreign representatives have repaired when there was important business to be transacted. Great Britain, however, "holds out in China, as she does in Japan, for strict legality, for adherence to the tacit understanding with the Great Powers as to their common mode of action, and for the principle which was only established at the cost of war, that of centralising the affairs of China, so far at least as they concerned foreigners, in the capital itself." But Great Britain herself had to shift the *venue* for the conclusion of the Chefoo Convention, and if the substantial interests of the Empire have of late been sacrificed to a mere quibble as to the place of negotiation the culpability of the parties responsible, whether the Minister at Peking or the Foreign Office Authorities, is thereby increased rather than diminished. If it is impossible to carry negotiations to a successful issue with a multiple body like the Tsung-li Yamen, then common sense demands that when another channel offers itself it should be availed of. The responsibility of the Peking Government is none the less fixed because the negotiations are carried on with an accredited representative at another place. A return to the old system of treating direct with the Viceroys as Viceroys could not of course be entertained for a moment, but if the Viceroy of Chihli be virtually constituted Foreign Minister of the Empire with full powers to treat, it is folly to waste time with the Tsung-li Yamen at Peking, a body whose functions would seem to be rather to review the actions of the Foreign Minister—as the Cabinet in London might review the actions of a British Foreign Minister before advising Her Majesty to ratify a treaty—than to perform those actions itself.

THE question of the reduction of Eastern postal rates cannot be described as a burning one, so far as this colony in concerned. The cost of postage is not felt to be burdensome, and its reduction would lead to an infinitesimal, if any, increase in correspondence. An invitation has, however, been addressed to the Chamber of Commerce by the London Chamber to agitate for a reduction of rates, and the Chamber will be justified in looking at the matter not only as it affects this colony in particular, but the Far East in general. At the Treaty Ports the British Post Office charges higher rates than other post offices do, and the question whether this is conducive to the interests of trade, and of British trade in particular, is well worthy of examination. In Hongkong itself we are free from the competition of foreign post offices as regards correspondence dispatched from this side, but correspondence posted on the Continent for this colony pays a smaller rate than if posted in England, and it is said some firms having large quantities of circulars and printed matter to dispatch, are in the habit of sending them in parcels to the Continent and posting them there, in order to profit by the lower rates. It may be said that if other nations are good enough to carry our correspondence for us at a loss, so much the better for us and so much the worse for them; and according to this view no object is to be gained by competing for the realisation of the loss for ourselves. On the other hand there can be no doubt that postal facilities are usually an incentive to trade, and it might be argued that the nation offering the greatest facilities, though it made a loss on its postal service, would be a gainer in the long run. We must confess, however, that we do not quite see where the gain is to come from in this case, for carrying their correspondence at a loss is small compensation to Continental merchants for the charges put upon them by the protective tariff of their respective countries as compared with England's free trade. The policy of the State's carrying correspondence at a loss is not, we think economically justifiable, and as yet no sufficient case has been made out for increasing the loss in the case of the Eastern service. This colony, at all events, would not be prepared to increase its contribution. If the cost of the carriage of correspondence can be reduced so as to allow of a corresponding reduction in rates, well and good, but if the agitation suggested by the London Chamber is to be directed to increasing the charge on the State for the benefit of those sending and receiving letters, we think the local Chamber would do well not to support it.

A special office for the Praya Reclamation Works is to be built on the Praya between the City Hall and the Cricket Ground. Preparations for the building are already in progress.

The newly appointed Haikwan of Canton, Kwong Ying, had an audience with His Majesty the Emperor on the 28th ult., and was to leave Peking to take up his new post shortly afterwards.

The Messageries Maritimes steamer *Djemnah*, with the French mail of the 21st September, left Singapore yesterday at 6 p.m. and may be expected here on or about Tuesday, the 22nd inst. This packet brings replies to letters despatched from Hongkong on the 10th August.

There was a very small dock at the Police Court yesterday, due no doubt to the criminal classes having been kept in doors the previous night by the rain. We thus see how Providence tempers the wind to the shorn lamb, for Mr. Robinson, the Magistrate who should have tried the evil doers, was also detained over at Kowloon by the bad weather.

The Jersey Lily has been interviewed by a *Pall Mall Gazette* reporter on her return to England, and his last question was:—"And what has become of the little Chinese boy who accompanied you on your last visit to England?" —"Oh, like all his race, he got tired of too much civilisation and made up his mind he would return to the land of his fathers. He was a delightful little fellow. Did you ever hear of his historic fight with a boy of Lord Charles Beresford's in Eaton-square? The battle was a long and furious one, but my small Celestial came off victor in the end."

The *Shen-pao* of the 8th October has a leader on the apathy of the educated men of China (well qualified to teach their countrymen morality and purity of life from their own education, and having the Chinese Classics and the Sacred Edict for texts for their discourse) displayed in their neglect of their duty to the illiterate classes in preaching and expounding, in which many a foreign missionary sets them an example. It fears that in these days of travelling abroad, when foreign teachers are devoting such attention to the teachings of Confucius, and bringing their pure gold back to China made into current coin at a foreign mint, there is danger of the minds of the Chinese becoming Europeanised *en masse*, unless the *literati* make an effort to withstand the propagandism.

In the course of a paper read on the 13th ult. before the Geographical section of the British Association, by Colonel Sir Francis de Winton, he said, alluding to Russian enterprise in Asia:—The Russians in Central Asia are steadily advancing as each year goes by, and developing that system of absorption which has characterized their policy, especially in that region. Central Asia is the chosen field of their explorers, and the recent decease of General Prejevalsky has been a great loss in the scientific world. A full account of his remarkable discoveries and explorations appeared in the "Proceedings" of the Royal Geographical Society. The principal work accomplished by the latest Russian explorers, Messrs. Grombchevski, Mr. Lidsky, and Mr. Grum-Grijmailo, in Central Asia had been in the region of the Pamir, and from thence across the Hindu Kush into Hunza; also in Eastern Bokhara and in the upper waters of the Yarkand River, the Kalik Pass, and Kanjut. In the prosecution of those researches, which are all dangerously near our Indian frontier, very full reports are made, more especially as regards trade and commerce; and there is no doubt, since the completion of the Transcaspian Railway to Samarcand, a great impetus has been given to Russian trade in Central Asia, even extending, by well-known routes, as far as the north-west provinces of China, where Russian goods are now found entering into competition with those of English manufacture. By means of this railway, right into the heart of Asia, Russia has obtained the trade of a vast area, which formerly passed entirely through British hands. Both politically and commercially she is our rival in the East, and the question which nation is to be supreme must come sooner or later.

THE GALE.

On Tuesday night the Colony was visited by a heavy storm of wind and rain, the result doubtless of the passing of the typhoon in its vicinity. Rain, accompanied by gusts of wind, began to fall about eight o'clock p.m. and continued with increased violence throughout the night. Most of the smaller craft in harbour moved off to shelter, those that remained behind being thrown against the Praya wall and wrecked. A large junk sank at Yaumati; and another and a couple of dust boats were destroyed close to the Sailors' Home. The dredger, which was at anchor in this neighbourhood, also sustained some damage. During the storm, something—what is not known but evidently a craft of some size and weight—was driven against the Indo-China steamer *Canton*, doing considerable damage to her stem. Many of the steamers in the harbour dragged their anchors; the P. & O. steamer *Khiva* dragging from the western part of the harbour right down to the *Menace*, and only with the greatest difficulty avoiding collision with that vessel and the wharf at Tsim-tsa-tsui. Messrs. D. Sassoon, Sons & Co.'s buoy was dragged from its moorings and when last seen was making its way out through the Ly-ee-moon pass. The large doors of one of the Hongkong and Kowloon Wharf and Godown Company's godowns at Kowloon were bent inwards by the force of the wind and the rain. During the whole forenoon yesterday the storm continued with scarcely any abatement. There was no communication between Hongkong and Kowloon until after midday, while the French mail steamer was kept back for some hours owing to the work of shipping cargo having to be stopped the previous night and also because it was found impossible for intending passengers to go on board. Several other steamers were in a similar predicament. The river steamboat *Honam*, which usually leaves for Canton at 8 a.m., did not depart till about 2 o'clock in the afternoon. The *Fatshan*, which arrived from Canton at 1 a.m. yesterday, with mails and cargo for the French mail, went over to the back of Stone-cutters on her arrival, and was unable to leave there till noon, although several attempts were made to get across. It is reported that several bodies were picked up during the day at East Point, but the finding of two only has been officially reported.

The steamer *Benlarig*, which arrived yesterday from Amoy, reports—Left Amoy at 4 a.m. on the 15th. Wind from N.E., afterwards increasing to a hard gale veering from E.N. to E., S.E., and S.W., with very high confused sea and heavy rain. At 3 a.m. on the 16th. hauled ship [illegible] to sea till weather moderate. Proceeded on course at 6.30 a.m. and arrived in port at 6 p.m.

As will be seen from the report of the steamer *Ningchow*, which arrived yesterday from Foochow, that vessel encountered the typhoon off Pedro Blanco and kept to the south till the weather moderated.

The steamer *Tsinan*, from Foochow, reports very heavy gale and terrific squalls.

SUPREME COURT.

16th October.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE, ACTING PUISNE JUDGE.

BRANDT v. SAMUEL.

This was a claim for $75, alleged to be the balance due on a settlement.

The plaintiff conducted his own case and the defendant was represented by Mr. Webber.

Plaintiff, a broker, said that on the 9th August last he sold 25 Land Investment shares at $139 through defendant for the 30th September for Mr. Ho Kin-Chee. On the 30th, he instructed Mr. Rogge to deliver the shares to the defendant and take payment for them. The correct amount would have been $3,462.50. Defendant handed Mr. Rogge $3,387.50 only, retaining $75, which he alleged was due to him for brokerage on other shares. Mr. Rogge accepted payment under protest.

Cross-examined by Mr. Webber:—

Did you instruct Mr. Samuel to sell 50 Wharf shares for you?—I did.

Did you instruct him to sell 50 Dock shares and 25 Sugar shares for you?—Yes.

You operate largely on the share market?—In a way, yes.

You are well acquainted that the brokerage on the shares I have mentioned is 50 cents per share?—As a rule.

Is it the custom or not to make that charge?—As a rule it is the custom.

You had a settlement with Messrs. Samuel and Reuben at the end of September?—Yes.

And the sum of $3,387.50 due to you was paid to Mr. Rogge. You refused to pay the brokerage on the shares mentioned?—Yes.

His Lordship—How is it if you gave the defendant instructions to sell these shares you do not want to pay him brokerage on them?—Because the men he sold them to were defaulters.

That was not the broker's fault?—I think it is if his clients do not take up their shares.

Did he sign "for the concerned?"—No, my lord.

Mr. Brandt then read a letter he had written to the defendant demanding the $75 deducted; addressing his lordship he said he simply wanted it set down as to whether a broker had any lien on the money he received on account of his principal.

His Lordship—You mean that he should hand over the whole of the money and then receive a cheque for his brokerage?

Mr. Brandt—Yes, my lord. The money claimed by the defendant had nothing whatever to do with Ho Kin Chee. Defendant had deducted the $75 from one account to make up what he claims on something else. In this Colony I am aware there is a loose way of allowing the money to be collected by the brokers. I contend it is a very dangerous rule to entrust a broker with these amounts of money.

His Lordship—Why do you do it?

Mr. Brandt—I do not. In this case the Chinaman ran the risk. I would refuse to entrust the defendant with that amount of money. The risk would be too great.

His Lordship—Have you any witnesses?

Mr. Brandt—No, my lord. If I had known there was going to be any special defence set up, I should have some prepared.

His Lordship—I will tell you at once that there is no special defence.

Mr. Webber said the question at issue was simply whether the defendant was entitled to brokerage on certain shares. It had been admitted that the brokerage on these was fifty cents per share. Whether or not the contract was put through was immaterial as far as the broker was concerned. The broker had done his duty when he brought the parties together, and so long as it was not through his fault or negligence that the contract was not completed he was entitled to his commission. Mr. Webber quoted from Chitty on Contract, in support of this contention.

The defendant was then called. He said he was a partner in the firm of Messrs. Samuel and Reuben, share and general brokers. On the 21st August he received instructions to sell 50 Wharf shares for plaintiff.

His Lordship said he did not think it was necessary to trouble about bringing out these facts. The case turned on a legal point.

Mr. Brandt said he wished to remind his lordship that there were two issues in the case—whether a broker could claim brokerage when the contract was not fulfilled, and whether an obscure broker was entitled to handle his principal's money indiscriminately?

Defendant cross-examined by Mr. Brandt:—

Have you got an office?—No.

Where do you transact your business?—In the Hotel or anywhere.

How long have you been a broker?—Two years.

What were you before?—I was in Messrs. David Sassoon's.

Have you charged brokerage to all your customers whether the shares were taken delivery of or not?—Yes.

And got paid?—Yes.

Why did you not charge me brokerage on shares which were not taken up?—I did, and you told me you had handed the money to Mr. Reuben.

His Lordship—I don't think what he did last month has anything to do with the case.

Mr. Brandt—I want to show your lordship that it is not the rule to charge brokerage when the shares are not taken up. It is never done amongst respectable brokers.

Cross-examination continued.—

Yesterday you sent me in the claim for this brokerage, how is it you have never claimed it before?—I have done so several times and you promised to pay me.

Mr. Brandt then proceeded to put questions to the witness as to another transaction for the end of October, but his lordship said they could not go into that matter.

Mr. Webber said he did not wish to call any further witnesses.

Mr. Brandt said he could bring witnesses to prove what the custom was here if necessary.

His Lordship—It is not a question of custom. It is a question of law.

Mr. Brandt said he wished to refer his lordship to a case which was tried in that court on February 18th, 1888, Brandt v. Li Sui San, when the Chief Justice held that defendant was not entitled to commission until the contract was completed.

His Lordship reserved judgment.

TO THE DEAF.—A person cured of deafness and noises in the head of 23 years' standing by a simple remedy, will send a description of it free to any person who applies to Nicholson, 21, Bedford Square, London, W. C., England. [1869

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

STORM WARNINGS WANTED.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Last night's storm must have brought home very forcibly to those interested the inefficiency of the present arrangements for notifying to the public of Hongkong the probable approach of typhoons. In this instance the event has shewn very clearly that the Chinese junk and sampan men are more to be relied on, when a forecast of the weather is needed, than our Government Astronomer; for while the latter entirely failed to give adequate notice of last night's storm, and up to 10 a.m. of the day in question had no further information to supply than that "Gradients were moderate for North winds," the former, at that very hour, were making their way by hundreds to a place of safety.

About six p.m. when the wind was already freshening up, and when even a landsman could see that there was trouble ahead, the drum was hoisted; but as at this hour it was so dark that the signal could not been seen, the proceeding was worse than useless. Those people who had relied upon the Government Department, had been lulled into a false sense of security by the absence of signals, and in many cases precautions which would have been taken had the same people acted on their own judgment, were omitted.

The question of course arises—Who is to blame? Can the Observatory officials by the aid of their instruments and the data they receive from all quarters undertake to give us timely warning of approaching storms, or can they not? If not, the sooner they announce the fact, or define the extent to which they may be depended on, the better, for with a clear understanding on this point, people who have property to look after will know how to act. Under the existing system such people must often find that in depending on the Government Department they are leaning on a "broken reed."—I am &c.,

A.V.O.N.

Hongkong, 16th October, 1889.

WHALES AND WHALERS.

On Saturday (5th October) there steamed out of the crowd of shipping at Shanghai and away to Wladiwostock a queer craft. In appearance she was little more than a good sized steam-launch; but she possessed "hidden possibilities." She was the *Gennady Nevelskoy*, a steam whaler of 42 tons, with the white, blue, and red Russian flag flying at her stern. It was difficult to believe that such a cockleshell had braved the winds and waves all the way from Christiania, but nevertheless such was the case, as a representative of the *N. C. Daily News* found upon boarding her about noon. Capt. Foyn, the skilled Norwegian whaler in charge (the Norwegians have from the earliest times taken the lead in whale fishing) received the invader courteously, and at once dived down into the tiny fore-hold for the purpose of explaining the uses of some of the gear he keeps there, while the reporter consulted the safety of his limbs by looking down from above.

"This," said Capt. Foyn, indicating a huge hempen coil, "is our whale line. It is 400 fathoms long and 5 inches round. These are our gun-harpoons, weighing about one cwt. each and having at their heads a charge of gunpowder, which is exploded by the breaking of a glass tube filled with nitro-glycerine, when the weapon hits the whale."

"How do you use the harpoons?"

"We fire them from this gun," replied the skipper, leading the way forward and indicating a small cannon on a pivot at the bows. "The gun is about 5 inches thick, with a bore of 3½ inches. We use a charge of 24 grammes of powder, which is sufficient for a distance of 15 or 20 fathoms. The line is hung on a wire loop outside the gun. When we have struck a whale, we make steam after him so as to make the strain on the line as slight as possible, and when he is exhausted we can haul him in by means of a Foyn's patent steam-windlass (invented by a relation of mine). Another device we have to save the line is to use strops made of indiarubber, 2 inches thick."

"First catch your whale, of course; but what do you do with him when you have got him?"

"We tow him ashore to our nearest station; we cannot cut him up and carry off the blubber ourselves on account of our size."

"What sort of whale do we fish for? The right, or Greenland whale, which we expect to find in the sea of Okhotsk, Behring's sea, and about the coast of Kamschatka; but as the winter comes on we shall come further south. Whales vary a good deal in size. I caught one off Iceland 92 feet long. The biggest are about 90 feet in length by 67 feet in girth, and weighing perhaps 70 tons. A blue whale such as can be caught off Norway, will yield 15 tons of refined oil. Upwards of 300 pieces of whale bone (an article which was worth from £450 to £500 a ton twenty years ago, but which has now lost much of its value owing to the discovery of substitutes) are often found on each side of a whale's mouth inside; and the pieces are sometimes 15 feet long. Dangerous work? Well, I suppose it is. I have had some long chases after whales; one lasted 22 hours. We can count on soon capturing him if we can hit him just behind the pectoral fin."

"A new boat, this?"

"Yes, she has just been built in Christiania for a Russian, M. Didimoff. She is the first Russian ship of the kind in these seas; and as soon as I have put the men up to their work I shall go back to Europe and bring out a similar vessel. She is 84ft. long with a beam of 17ft., and is built of ⅜in. iron plates. Her draft, loaded, is 10ft.; and she has compound engines of 30 H.P. nominal, giving a speed of 10 knots. The cylinders are 15¾ and 36 inches with a stroke of 18 inches."

"What do all those bags round the deck contain?"

"Coal; we burn three tons a day, and our bunkers are too small to hold all our supply. Then we have to find room for four boats and a crew of 12 men, all told, so you will see that we have not much room to spare."

"Then the ship is not a Russian cruiser as has been stated?"

"Not at all; she is simply a whaler, as any one can see at a glance."

"What sort of a voyage out did you make."

"Well, at Aden our deck was only 4½ inches above the water-line, and during the monsoon we had to keep everything battened down, as our decks were constantly flooded. She is a good sea boat, however; you can judge what she is when I say that after leaving Aden we passed a full-rigged ship which was staggering along under lower topsails. We made the journey from Christiania to Shanghai in 57 days' steaming time."

"Well, you will probably have sport on a big scale?"

"Yes; and there are bears and tigers to be shot in Kamschatka by way of a change. But whale-fishing certainly is exciting; that relation of mine who invented the patent windlass is eighty years old, but he takes a whaling trip once a year to keep his hand in."

And with this tribute to the fascinations of whaling ringing in his ears, the interviewer parted with the hardy Norseman, who wouldn't "shake" because his hands were oily. An hour later the gallant little whaler resumed her adventurous voyage north.

KUMAMOTO.

After a short stay at Inago, I made a start for Kumamoto by jinrickshas, a distance of thirty-five miles, the charge for each being eighty sen, and by some convenient arrangement payment for these was made on arrival at Kumamoto, though the men were twice changed on the road. After passing Yatsushiro there is an excellent road all the way through the flat, rice country that borders on the sea-coast. I noticed that a good deal of tobacco is grown in this part of the country, and it seems to thrive excellently, as the plants in many instances grew over six feet in height. It was "one of those lovely days that cannot die," so I took the journey in a leisurely fashion, and although I left Inago at 7 a.m. I did not arrive at Kumamoto until 5 p.m., having stayed an hour and a half at Matsubashi for tiffin. I myself walked a great part of the distance, and for this reason had only one man to each jinricksha, but of course the journey can be made in much less time if the men are double-banked. I had been directed to take up my quarters at the Semban on Tokiya *yadoya*, situated in the centre of the city and on the left bank of the Shirakawa, and was very well pleased indeed with the house. The landlord and attendants were extremely obliging and the rooms were very neat and comfortable. In my room there was a large Kyoto carpet on the floor, and I was furnished with a table and chairs.

Kumamoto lies in a large fertile plain extending from the sea, about six miles westward, to the hills at the back about fifteen miles distant, through which the Shirakwa, a large but shallow river, flows. Kumamoto is a fine, clean-looking city possessing very broad and well-made streets, which are for the most part planted with trees on either side. The Kencho is a very handsome edifice, solidly built of brick, which would be an ornament to any town, but it is the only building in foreign style that is constructed with any regard to beauty. There is a High School constructed of brick, but it is a very large and very unsightly erection, and the other buildings in foreign style are mostly of the flimsy construction so frequently seen in Japan, and which has been rightly dubbed the German toy style of architecture. The dwelling houses and shops are Japanese buildings pure and simple, with the exception that glass is largely used instead of paper for the *shoji*. Numerous foreign articles were exposed for sale, from tins of blacking to woollen piece goods. Borden's condensed milk could be obtained at many shops, also German beer and other foreign liquors, including a most extensive supply of brandy—or what purported to be that commodity—of brands to suit a multitude of tastes. A *kankoba*, or bazaar, is established in one of the principal streets, arranged on the principle of a maze, as a visitor is bound after entering to pass through the whole building before he can make his exit. Foreign articles were freely exposed for sale, and also many Japanese imitations of foreign manufactures, the distinguishing label of which, has been fraudulently copied as nearly as possible. I was amazed to find copies of English playing cards. The designs of the court cards had been very carefully followed, and the ace of clubs bore the stamp of "Duty three pence," but the size of the cards had been reduced and the printing was but roughly done. A friend in Nagasaki informed me that the Japanese had learned to play our game of *vingt-et-un* into which they had imported several variations of their own, and that the game was very popular with them.

Immediately on my arrival at Kumamoto I naturally made enquiries about the effects of the earthquake in July last, of which such alarming accounts were issued at the time. The first shock, which was accompanied by a loud rumbling noise, was felt about eleven o'clock at night, and was succeeded by a series of shocks until next day, which were both severe and alarming, as the direction was vertical and not lateral. Three days subsequently a second series of shocks occurred, and since then they have been frequent but slight. The principal damage was done to the villages lying west of Kumamoto, nearer to the sea, and the district about Asoyama to the east escaped without harm. Several houses in Kumamoto were thrown down, but they were all in a tumble-down condition before the earthquake occurred, and nowhere was any substantial building destroyed. In many of the streets, houses that were severely shaken are propped up with timber, and the heavy mud godowns peculiar to Japan were damaged as to the plaster. Strange to say the cemeteries suffered, as gravestones were upset, but it should be borne in mind that the various parts are placed loosely on each other and are not fixed by mortar. The greatest damage was done at Kawase, a small town five miles east of Kumamoto, and there the greatest loss of life occurred. At Kibo-san, a hill that borders the sea on the east, the ground was rent into great fissures. Altogether twenty-two people were killed by the earthquake, and fifty-five were treated in the hospitals for wounds; and that this was the extent of injury to life and limb can be relied upon, as the information comes from the highest local authority. Before this no serious shock of earthquake had been felt for twenty-six years.

The magnificent old castle for which such anxiety was here felt was not damaged, because the magnificent old castle does no longer exist. A portion of the building was destroyed by fire when Saigo laid siege to it in 1877, but subsequently all that remained of the magnificently imposing towers and quaint gateways was ruthlessly levelled by order of the Government in order to carry out the policy of sweeping away everything that would remind the people of feudal times. As regards Kumamoto this was an act of vandalism, for judging from pictures I have seen, the old castle, standing as it did on an eminence overlooking the city, must have been a building of stately grandeur worthy of being preserved as a national monument. The granite foundations that are left show how numerous the towers and buildings must have been, but at present the vast area that the castle formerly occupied is devoted to unromantic looking barracks for the garrison. The towers and gateway having been removed, the foundations, faced with irregular blocks of granite, have been for years exposed to the weather, and no doubt the rain soaking through the rubble and earth at the top has gradually loosened and weakened the facing stones. At any rate, in two different places some of these were displaced by the earthquake, but it is more than probable that no damage at all would have been done had the foundations been surmounted by the original buildings. The Castle is interesting for the very important part it played in the history of the Satsuma rebellion in 1877. The last great struggle on behalf of the rule of old times, and the last and greatest protest against the efforts Japan was making to join the comity of nations and qualify herself to be acknowledged as a civilised and not a semi-barbarous nation were made—and happily for the nation failed—before its walls. All was in favour of Saigo when he first laid siege to the Castle of Kumamoto, as the Government had not sufficient forces at hand to drive him back. But the defence of this fortress by a weak garrison was one of the most gallant events of the war, and in the long run was fatal to Saigo, for owing to his long detention before the walls the Government was enabled to bring forward reinforcements better armed and with a more complete commissariat than the rebels, so that the Imperial troops were soon strong enough to compel Saigo to raise the siege and force him to commence his disastrous retreat *viâ* the Kumagawa and Hitoyoshi to Kagoshima, which shortly preceded Saigo's final struggle and death at Shiroyama.

The shrine dedicated to Kato Kiyomasa, the founder of the castle and one of the heroes of the Korean war, stands close by, but his body is buried at a large temple two miles outside the city, which is a place of popular resort. A long flight of steps leads up to the temple, and on either side are ranged a large number of votive stone lanterns, the various parts of which, like the grave-stones, are placed on each other without mortar, and the earthquake seems to have plays skittles with them, as a great many were thrown down and damaged. On the opposite side of the city is Chiu-sen-ji, a Shinto temple which is also a very popular resort, as it stands in a large and well laid out park, and possesses a large pond supplied with clear spring water that bubbles up at several points. This pond is well stocked with carp and *ais* which are constantly fed by the numerous visitors. There are many more old temples about the city which are well worth a visit, but the pride of Kumamoto is in some beautiful tea-houses that stand just outside the city in extensive gardens, highly cultivated in Japanese fashion, where the well-to-do residents are in the habit of giving entertainments.

At Kumamoto I was able to get some very good beef, as the soldiers of the garrison are supplied with that nourishing diet in order to make them strong and stalwart, and that was the first butcher's meat I had tasted since leaving Nagasaki. Well made bread can also be purchased, but the quality is not all that could be desired, as Japanese flour is used. There is a very fine market at Kumamoto which well repays a visit, as it presents a most bustling scene. The city is well supplied with sea fish, and at the *yadoya* I purchased all the *ais*, or trout, I wanted at very reasonable prices. I was also regaled with snipe, which are netted in the rice fields of the large plain in which Kumamoto stands. I likewise obtained poultry and potatoes at cheap rates so that my table was very well supplied indeed.—*N. C. Daily News.*

PARAGUAY TEA.

Of all the productions of Paraguay, the most important and peculiar is the yerba, or *ilex paraguayensis*. It is described in a report from the United States Consul at Asuncion, the capital of Paraguay, which contains an elaborate account of the history, condition, and products of this least known of South American States. Yerba is derived from the twigs and leaves of a bushy evergreen tree which is scattered through the wild forests of the central Cordillera. The districts where it is most abundant are called yerbales. At present it is not a cultivated product. In former times the Jesuits, recognising the advantages of having the yerba close at hand, made large plantations in the south, a grove of theirs near Santiago at the end of the last century containing not less than twenty thousand trees. The trees of the northern yerbales yield a finer tea than those of the south; but the best of these, on account of their remoteness, are not worked. For a time the yerbales were a Government monopoly, and yielded a large part of the public revenues. In 1860, the year of the greatest prosperity before the war, the export of the article amounted to 60 per cent. of the total exports. In 1880 the southern yerbales were granted to a private firm for ten years on favourable terms, and in 1886 nearly the whole of the Government yerbales were sold at public auction. Yerba itself is the name applied to the dry and powdered leaf of the *ilex paraguayensis*, a tree which in size and character bears a close resemblance to the orange-tree. The shrub, which belongs to the holly family, grows to a height of 15ft. to 20ft., and is indigenous. It grows wild not only in Paraguay, but in parts of Brazil and the Argentine Republic. It has ovate, lanceolate leaves, four or five inches long, with margins unequally serrated. The white flowers grow in umbellated clusters, with a berry the size of a pepper-grain and containing four seeds. It contains about half of one per cent. of caffeine and 20.88 of caffeotannic acid. It contains an aromatic oil, gluten, and a portion of theine. It has not the delicacy of flavour and has more bitterness and astringency than China tea. The Paraguayan yerba is considered superior to that grown elsewhere; it is cheaper than coffee or tea, selling in Asuncion at about 8s. for 25lbs. In the market of Buenos Ayres it sells at double and nearly treble this price. It can be prepared from the leaf in thirty-six hours. Efforts to introduce it into Europe have failed; but it is used by eighteen millions in Brazil, the River Plate, Peru, and Bolivia. The export from Paraguay is worth about £100,000 per annum.

OLLA PODRIDA.

There is a pleasing story about the leave-taking of Prince George of Wales and the crew of the torpedo-boat 79 which he commanded during the manoeuvres. When the pennant was hauled down the royal commander thanked the crew collectively for their behaviour and the work they had done, shook hands with every man in turn, and then gave to each of them his photograph and a sovereign.

The St. Petersburg Cabinet have given a concession for working the coal-mines in Southern Russia to a Belgian Company, which has just been constituted, with a capital of 10,000,000 fr. The works are to begin in November, when the charter of the company will be published. This undertaking, if successful, will affect the British coal trade, as English coal has hitherto found a good market on the shores of the Black Sea.

A valuable lode of uranium, a metal so scarce that its market price is about £2,400 a ton, has been discovered in Cornwall, at the Union Mine, Grampound-road, and it is believed to be the only known lode in the world. The lode is what is known as a true fissure vein, and the ore is found to contain an average of 12 per cent. of the pure metal, the assays going up as high as 30 per cent. in some parts of the lode. Several tons of the ore have already been raised and sold for high prices.

The President of the United States is tired of having his hand shaken by the innumerable mob of eminent citizens who throng his levées at the White House. In future he proposes, it would seem, to confine his recognition of their presence by a bow; and even this is tiring enough. It is said that Mrs. Cleveland's right hand is still swollen and may never regain its former proportions—a disfigurement entirely due to the number of times it was shaken during her husband's term of office. Possibly, however, suspicious Republicans may accuse President Harrison and his wife of trying to imitate the dignified *laisser* of European royalty.

A well-known, if not eminent, American is the last victim to that appetite for iced drinks which his countrymen have done so much to popularise in Europe. Ira Payne, the great marksman, died at Paris the other day from the effects of drinking two glasses of iced beer. Death from drinking iced water is by no means uncommon; and endless warnings against the practice have been uttered by medical men. The danger may be reduced to a minimum, if not altogether averted, by never taking iced drinks, except through a straw; but few people, even Americans, use this precaution now. Mr. Payne was a robust man, hardly past the prime of life, and had been performing at the Folies Bergère with all his old dexterity.

The experiments which have recently been brought to a conclusion at Bruck with a smokeless powder, the latest of the kind invented, have disclosed one defect which militates strongly against its introduction. Immediately upon the discharge of the shot, there is such an intolerable smell produced by the combustion of this new explosive that several of the officers and men at the firing-point have fainted. The powder creates hardly any perceptible smoke, and imparts to the shot a higher velocity than any former compound. The statement that it is also noiseless is, however, erroneous. On the contrary, the discharges are louder than hitherto with the old black powder. The new smokeless explosive has not yet been made applicable to artillery.

The craze for destroying whole quarters of interesting mediæval towns in the name of hygiene and modern necessities, which has taken such abnormal proportions in Italy, is (says the *Daily News* correspondent at Rome) menacing its most beautiful town. Venice is to undergo a regular transformation with the object of widening some of its most picturesque and narrow canals, and consequently the demolition of some of its most fascinating quarters will become necessary. Fortunately public opinion is beginning to be alarmed, and the Press is devoting some attention to it. Signor Bacelli, the Minister of Public Instruction, has written to Venice for information, but has received a very unsatisfactory answer, which only proves that the danger is really imminent.

That evergreen subject "the nude in art," has cropped up in the *Studio*, of New York. They tell a story there which is worth repeating. Lefebvre's "La Cigale" being on view in Mr. ——'s gallery, Dr. ——, a physician of some standing, wrote to Mr. ——, requesting him to remove the picture from his gallery, assuring him that until he did so he would not allow his daughter to visit the place. To this Mr. —— at once wrote a note politely worded, but without circumlocution, informing Dr. —— that he did not support a public gallery and import foreign pictures for the pleasure of his daughters, and that if the young ladies were not pleased with what they saw there they had a perfect right to stay away.

Mr. J. M. Hulbert writes from Oxford to the *Spectator*:—Thirty years ago, I was staying at Langley, near Chippenham, with a lady who was working a large screen, on which she depicted in "raised" work (as it was then called) a life-sized cat on a cushion. The host, a sportsman now dead, was much struck with the similarity to life of the cat, so he fetched his dog (alas! like too many of the species), a cat-hater. The animal made a dead set at the (wool) cat, and but for the master's vigorous clutching him by the collar, the cushion would have been torn into atoms. I related this tale lately in Oxford, and my hearer told me that a friend in the Bevington-road had just painted a bird on a firescreen, and her cat flew at it. My own old dog "Scaramouch" (a pet of the Duke of Albany's in his undergraduate days) disliked being washed, and when I showed him a large *Graphic* picture of a child scrubbing a fox-terrier in a tub, he turned his head away ruefully, and would not look at his brother in adversity.

A Lucknow correspondent writes to the *Pioneer*:—"An accident to a heavily laden brick-cart last week has been the cause of some stir among our local antiquarians. The waggon was passing over the roadway between the two buildings which compose the Lucknow Museum, when the pavement collapsed and brought to light the existence of one of those old brick drains of which there are so many in this city. The drain being opened out for examination revealed in its turn the existence of a tank completely filled in with fragments of fine old china, evidently the *debris* of the famous collection of the Kings of Oudh. To find that this was its end brings vividly to mind the turbulence and insecurity of those days. It is, however, by no means unlikely that things of more present worth than broken pottery may be discovered round the spot, as in the hurry and confusion which followed on the Relief jewels and treasure were probably freely buried in the neighbourhood of the Museum—which was then the Royal Palace."

A very unique photographic feat has just been accomplished in New York. Every yard on the banks of the Hudson River between New York and Albany has been photographed from mid-stream. Upwards of eight hundred negatives were taken, and from these process blocks were made, the result being a volume so arranged that the shores are on each side and the river in the centre. Such a project would probably entail too much labour and expense so far as the Thames is concerned, but what a picture it would present of the greatest city in the world could it be carried out!

The Sultan is much alarmed by his increasing obesity, and he has just summoned Dr. Schweninger to Constantinople, from Berlin, for whose accommodation a palace on the Bosphorus at Therapia has been prepared, where he is to stay for a week. Dr. Schweninger's treatment has immensely benefited Prince Bismarck; and the Czar was much the better for it, but he soon gave it up, as he is an inveterate gormandiser, and careful and very plain feeding were as impossible to him as the prescription of one tumbler of weak whisky and Apollinaris at each meal, instead of the magnum of champagne which he usually consumes.

King Oscar of Sweden and Norway, the honorary president of the Oriental Congress at Stockholm, is the most learned monarch in Europe. Born on the 21st January, 1829, he did not ascend the throne before 1872, when his brother Charles XV. died, and he has devoted much of his time, especially before, but even after, this event, to hard study, scientific research, and literary pursuits. More than 40 years ago King Oscar made a somewhat extended journey to Egypt and other Eastern countries, and ever since that time he has been largely interested in the progress of Oriental science. The King is an admirable linguist, and speaks with perfect ease the modern European languages. He made an eloquent speech in English at a Freemasons' festival when he visited England last year. At the Oriental Congress he has quite charmed the learned men assembled there with his linguistic knowledge. His address in French at the opening of the Congress was admirable.

Considerable dissatisfaction is being expressed in some of the Australian colonies at the inexplicable delay that is taking place in opening up New Guinea for settlement, and the matter is one that requires attention at the Colonial Office. This feeling does not imply any reflection upon the distinguished administrator now in charge of New Guinea (Sir W. Macgregor), but is a protest against the inaction that is shown somewhere in not making the most of our recently acquired possessions. The colonies are now contributing £15,000 per annum towards the expenses of its administration, and it is beginning to be regarded as a kind of white elephant, as they are not getting any corresponding advantages in return. It is held that arrangements should be made without delay, for the settlement of terms and conditions, upon which land may be applied for and obtained by white settlers, as it is considered that is the only way of properly opening up the country, and of developing the resources it is believed to contain. Official explorations and inquiries are all very well, but they do not draw settlement to New Guinea.

According to a correspondent of the Berlin *Post*, the Russian imperial family have very indifferent health, and two or three members are always more or less seriously ill. The condition of the Grand Duchess Maria Paulovna has been pronounced hopeless by her physicians. Her mother died young, of consumption, and her sister and brother, the Grand Duchess Vladimir and the Grand Duke of Mecklenburg-Schwerin, suffer with their chests, and spend a large portion of the year at Mentone. The Czar's two uncles, the Grand Dukes Constantine and Nicholas, are now confirmed invalids. Nicholas, who resembled his father and was one of the handsomest men in Europe, is now a tottering and bent old man, the victim of an incurable liver malady. It is said that when his sister, the Grand Duchess Maria of Leuchtenberg, was taken ill in her sixty-third year, she was visited by the late Czar, who on taking his leave wished her a speedy recovery. "I shall not recover," answered the Princess; "we Romanoffs never get older than sixty-three." The Grand Duke Nicholas is now nearly sixty; but his brother Constantine is rapidly approaching the fatal age.

About six weeks ago the Emperor of Russia banished his brother, the jovial Grand Duke Alexis, from St. Petersburg, having previously deprived him of his State offices, in consequence of the scandal caused by his friendship with the Countess Beauharnais, the morganatic wife of Duke Eugène of Leuchtenberg, who was herself punished by being ordered to quit Russia. The Emperor has done many odd things lately, but his latest aberration is the most extraordinary of all, for the recently disgraced Countess has suddenly been created Duchess of Leuchtenberg, with the style of "Serene Highness," and his Majesty's complacency is the more unaccountable inasmuch as he [illegible] long ago refused peremptorily to grant [illegible] these distinctions. This speedy boxing of the Imperial compass has excited a great deal of gossip in Russia and Germany, all of a very scandalous kind, the most harmless version of the tale being that it was necessary for the Emperor to bribe his brother's fair friend heavily in order to induce her to give up papers of the last importance, which she had obtained from the Grand Duke, and she had then been sufficiently prudent to place them abroad in safe custody. No doubt this story, and the others of the same sort, are fictions.

A French military writer discourses in the *République Française* as follows on the subject of melinite:—"Our shells for field artillery, as well as those for our forts and siege-guns, are charged with melinite. What melinite is we do not know, and if we knew we should be very careful not to tell. Both the Italians and Germans have sent spies to discover the secret and to offer money for even the smallest fragment, but they have all been captured. All that can be said is that, according to a treatise published in 1882, melinite is composed of melted picric acid. But in the interval our artillerists have perfected the discovery of M. Turpin. They have made melinite a tractable product. The effects of this explosive were fully demonstrated at some experiments at the fort of Malmaison in 1886. Melinite is so safe that in three years only one accident has occurred, that at the arsenal at Belfort; on the other hand, a hundred accidents have occurred from gelatine alone in thirty years. There has never been an accident in drawing the charges nor one from bursting in the gun. As much cannot be said for roburite, hellofite, or the other substances employed by foreign States. What will become of a fortification in face of this redoubtable agent? Some think and say they are doomed; others, like General Brialmont, recommend the use of armoured circular forts. It is said that the shell will glance off these without doing any damage. But experiments at Chalons have shown that turrets enjoy no immunity against a close and continuous fire."

Gabriel Max, whose head of Christ, judging by the crowd around a print shop in Holborn the other day, still attracts the multitude, is somewhat difficult to interview. When a young Japanese attempted to beard the lion in his den the other day, Max is reported to have said, "Let him visit the devil, but not me." However, the Jap persevered, although when he knocked at the door the maid servant said bluntly, "Nobody at home." In reply to his assertion that he called by appointment the servant promised to inquire if her master would receive. The fates were propitious, and in due time the Japanese was ushered into a cold and bare room. Then, suddenly the door opened and Gabriel Max appeared. The painter, who is a short, stout man with an unremarkable face, glared at the Jap, and the Jap glared at the painter. This continued for several seconds, when the latter said, abruptly, "What do you desire?" For a time the Jap was nonplussed, but then he bethought him of the interviewer's most deadly weapon—flattery. It did not, however, make the slightest impression on Gabriel Max, except that he cut the honeyed words short by saying, "Would you like to see my studies?" They went first into a room containing a number of parrots and monkeys, then through a yard, and so into the studio which is at the back of the house. It was in great disorder; but Max was on the point of starting for his country seat at the Lake of Starnberg. They talked, and then that event happened which all interviewers, who are worth their salt, experience now and again. The interviewed one thawed. The result was that, instead of a broken *tête-a-tête* between a shy German and an eager Japanese an interesting conversation ensued, which was one of the most curious and animated of the Jap's life. He left at six with a pressing invitation to return anon.

I learn from a contemporary that Prince Edward of Wales is responsible for the absurd masher collar which is adopted by the *jeunesse dorée*. If so, I cannot congratulate him, for it is absurd in appearance and uncomfortable in the wearing. But if his Royal Highness is able to set the fashions, I would respectfully suggest to him to turn his attention to hats. Can anything be more ugly, more unfitted for our climate, and more inconvenient than the "chimney-pot"? No sooner does a man leave London than he eschews it for something that covers his head without destroying all comfort. Why, then should it maintain its sway from generation to generation in London? We have recently voted to his Royal Highness a very handsome allowance. He owes us a return, and if this return were to relieve us from the tyranny of the chimney-pot, he would at least prove that he is grateful.

The notion entertained in some circles in England that the German export trade has been increasing during the past few years more rapidly than that of England is quite unfounded. The official statistics of German commerce show that the exports of cotton, linen, and woollen goods and clothes from the German Empire have considerably diminished this year. The German iron industry has been constantly retrograding since 1886, and the quantity of rails and wire exported in the first half of 1889 was about one-third less than that exported in the corresponding half of 1886, whereas the English export of the same goods has increased about one-third in the same period. The German export of other iron, copper, and lead goods has also considerably decreased. In general, indeed, it appears that in many classes of goods in which the German exports have diminished, those of England have increased. Besides the iron industry this is especially the case in the textile branches, in which the English exports in the first half of the year exceed those of the corresponding half of last by a million pounds sterling, whereas the German exportations of these goods have fallen off. Common and fine German glass goods and leather goods, which used to be largely exported seem to have been partly driven out of foreign markets by French products. While the total value of the British exports in the first half of 1889 was about fifteen per cent. higher than in 1888, that of the German exports has gone down, especially just in those classes of goods in which English exports have increased.

It is gratifying to note, says *Engineering*, the progress which the Transandine Railway is making. The Andes are being crossed at the Uspallata or Cumbre Pass, where there will be a tunnel 3.1 miles in length, at an elevation of 10,450ft. above sea level. The pass itself is nearly 3,000ft. higher, or at 13,015ft., and is situated 4½ miles south of Aconcagua and 3.84 miles north of Tupungato, in 33 deg. S. latitude. It will thus be seen that the summit level of the Transandine Railway is far above any European lines, which at the Rigi reach to 5,753ft., and at the St. Gothard 3,788ft. The total distance from Buenos Ayres to Valparaiso is about 871 miles, and railway construction has now been going on for nearly 20 years. At the Atlantic end 640 miles of line are complete, while at the Pacific end 82 miles are laid, leaving 149 to be built. The gauge is not uniform. From Buenos Ayres to Mendoza it is of 5ft. 6in., 426 miles being worked by the Buenos Ayres and Pacific Railway Company, and 213 miles by the Great Western Railway Company. From Valparaiso to Santa Rosa the gauge is 4ft. 8½in. The remaining link from Mendoza to Santa Rosa is now being built on metre gauge by the Buenos Ayres and Valparaiso Transandine Railway Company. The first 56 miles are nearly completed, the rails being laid for 40 miles. An alteration of route has been made in the remaining part, and the ruling grade of about 1 in 25 has been abandoned. This change has been dictated by the adoption of the Abt system of combined adhesion and rack-rail traction. The grades are now to be 1 in 40 in the adhesion sections and 1 in 12½ upon the rack sections. The rack will consist of three rack bars as at the Hartz Railway, and the order for it has already been placed with Messrs. Rinecker, Abt, and Co., of Wurzburg. It is hoped that the line will be opened in 1892. In the meantime, the Abt system has been adopted on the Ostrozas-Serajewo line, more especially for the passage of the Twan range.

One of the Englishwomen to whom was given the faculty of saying good things in a very high degree was Harriet, Lady Ashburton, whose friendship with Carlyle, and the distress caused thereby to Mrs. Carlyle, are familiar to all readers of Mr. Froude's famous and singularly indiscreet biography. This lady was certainly blessed—if it be a blessing—with a bitter wit, that made her almost as much a terror to her friends as to her foes, and some of her sayings are well worth recalling to mind. "A bore cannot be a good man," she used to say; "for the better a man is, the greater bore he will be and the more hateful he will make goodness." When somebody spoke in praise of liars, that they almost invariably spoke good-naturedly of others, her caustic rejoinder was: "Why, if you don't speak a word of truth, it is not difficult to speak well of your neighbours." On the subject of marriage and friendship, Lady Ashburton, as may be supposed, had strong views of her own. "When one sees what marriage generally is," she declared, "I quite wonder that women do not give up the profession." "Your notion of a wife," she said to some gentleman who had been innocently confiding his views to her, "Your notion of a wife is evidently a Strasburg goose, whom you will always find by the fireside when you come home from amusing yourself." And the following will perhaps find an echo in some gentle breasts:—"Of course there will always be slavery in the world as long as there is a black and white—a man and a woman." And here is a saying of her's which wives and others interested in the management of that obstinate creature, man, cannot fail to appreciate:—"I like men to be men; you cannot get round them without." And here is something that must often have struck observers. "The most dreadful thing against women is the character of the men who praise them." And this type is hardly quite extinct even yet:—"There is no rebound about her, it is like talking into a soft surface," and "she never speaks to anyone—which is, of course, a great advantage to anyone."

"The *Daily Telegraph*," says the *Cornishman*, "was engaged the other day in enforcing the lesson that all young people, whether boys or girls, should be taught to swim. The increasing paragraph ended with, 'Surely other English maidens might learn to do as well, if occasion required.' Just about the time these lines were penned that corner of Mount's Bay which lies between St. Michael's Mount and Marazion would have gladdened the mind of the penman who wants English girls to swim. A group, from which merry voices of gladsome healthy maidens burst on the air, descended from the Castle. That group comprised Lord and Lady St. Levan, several members of their family, and some visitors. Many of these when they had reached the little pier threw off light wraps and stood in the sunshine and the breeze in the bathing costumes they don so often in the rock-hewn privacies at the south-west front of the Mount, whose outlets look out to the chops of the Channel. Lord St. Levan got into a boat as umpire and guardian. Peers of the realm have seen unusual sights at times abroad and at home. Take for instance the scenes Lord Dufferin must have witnessed. But surely few members of the Upper House witness in their holiday time the little event which followed. One after the other plunge into the sea Lord St. Levan's five daughters—the Hon. Elizabeth, Misses Audrey, Nellie, Evelyn, and Mabel St. Aubyn, Captain Michael St. Aubyn, their brother (fast regaining good health after fever in Burmah), Lady Agnes Townshend (Lady St. Levan's niece), Colonel and Mrs. Knollys, and Mr. Manver. Splashing and dashing in sport, now at real swimming work again, amid chatter and laugh and occasional splutter or puff, for there was a ripple on the water, they swam the 800 or 900 yards from island to main—over just the course the Mount's dread giant Cormoran waded and swam when he visited the purlieus of Marazion and carried back to his granite fastness the oxen and sheep of his smaller and honester neighbours. That distance done, the swimmers took to wraps and boats and pulled to the Mount, rejoined Lady St. Levan, and scampered over the level green sward and climbed the steep ascent to Castle home and a well-earned lunch. The young folks at the Mount are all frequent bathers and bold swimmers. They have given evidence of bravery as well as kindness; and we may feel assured that if ever the chance came of doing the work of Grace Darling or Mabel Bell, the St. Aubyns would be there. From childhood familiar with the open sea, they have made it their confidant and playmate until they treat it in the spirit breathed in Byron's beautiful lines."

COMMERCIAL INTELLIGENCE.

WEDNESDAY, 16th October.

OPIUM.

Quotations are:—

New Malwa ....$570 per picul, alloc. of [2 to 3 catties.

Old Malwa ....$580 per picul, alloc. of [1½ to 3 catties.

Older Malwa ....$600 per picul, alloc. of [2 to 3 catties.

Patna (New) ....$542½ to $547½ per chest.

Patna (Old) ....$532½ to $535 „ „

Benares (New) ....$536½ „ „

Benares (Old) ....$530 „ „

EXCHANGE.

ON LONDON.—

- Telegraphic Transfer 3/1
- Bank Bills, on demand 3/1¼
- Bank Bills, at 30 days' sight 3/1¼
- Bank Bills, at 4 months' sight 3/1½
- Credits, at 4 months' sight 3/1½
- Documentary Bills, at 4 months' sight 3/2

ON PARIS.—

- Bank Bills, on demand 3.90
- Credits, at 4 months' sight 3.98

ON BERLIN 309

ON NEW YORK.—

- Bank Bills, on demand 75½
- Credits, 60 days' sight 77

ON BOMBAY.—

- Telegraphic Transfer 225
- Bank, on demand 225½

ON CALCUTTA.—

- Telegraphic Transfer 225
- Bank, on demand 225½

ON SHANGHAI.—

- Bank, at sight 72½
- Private, 30 days' sight 73½

SOVEREIGNS 6.36

SHARES.

Company.	Paid up.	Quotations.
Banks—		
Hongkong & S'hai.	$125	186
New Oriental	£10	£11
China Borneo	$50	$52
China Sugar	$100	$245
Chinese Loan '84 B.	$500	3 p. ct. prem., nom.
Chinese Loan '84 C.	$500	5 p. ct. prem., nom.
Chinese Loan '86 E.	Tls. 250	12 p. ct. prem., nom.
Cruickshank & Co.	$50	$42, nom.
Darvel Bay Trading	$8	par
Fenwick & Co., Geo.	$25	$30, nom.
Gordon & Co., A. G.	$20	$20, nom.
Green Island Cement	$5	$7½, nom.
Hall & Holtz C. Co.	Tls. 50	Tls. 27
H. Brick & Cement	$12.50	$25, cum new call
H. & C. Bakery	$50	$85
Hongkong & C. Gas	£10	$128
H. Dairy Farm	$10	$14, nom.
H. Electric Light	$2	$5¼
H. H. L. Tramways	$50	200 p. ct. pm.
Hongkong Ice	$25	$108
H. & K. Wharf & G.	$100	$162
H. Steam Laundry	$50	nom.
Hongkong Rope	$50	$115, nom.
H. & W. Dock	$125	87 p. ct. pm.
Hotels—		
Austin Arms	$25	5 p. ct. dis., sellers
Hongkong Hotel	$100	$2.0
Do. Debentures	$500	$501
Peak Hotel	$16	$25
Insurances—		
Canton	$50	$135
China Fire	$20	$85
China Traders'	$25	$73, ex div.
Chinese Insurance	$200	$150, nom.
Hongkong Fire	$50	$386
North-China	£50	Tls. 380
Singapore	$20	$16
Straits' Fire	$20	$18
Straits Marine	$20	$23½, buyers
Union	$25	$103, ex div.
Yangtsze	£25	Tls. 98
Land & Building—		
H. Land Investm't	$50	$116
Kowloon Land Inv.	$30	$32
Peak Building	$10	$15
Richmond Terrace	$100	$200
Shanghai Land	Tls. 30	Tls. 37½
West Point Buildg.	$40	$53
Luzon Sugar	$100	$70, nom.
Mining—		
Charbonnages	$131.58	$525
Jelebu	$5	$5
Punjom	$10	$15½, nom.
Selamas	$2	$4¼
Perak Sugar	Tls. 50	Tls. 24
Planting—		
East Borneo	$25	$60, sellers
Labuk	$10	$16, nom.
Songei Koyah	$25	$60, sellers
S'hai & H. Wharf	Tls. 100	Tls. 217½
Shanghai Water	£20	£31½
Steamship Coys.—		
China & Manila	$50	$112½
China Shippers'	£13	£14
Douglas	$50	$67½, ex div.
H., Canton, & M.	$20	$40
Indo-China	£10	15 p. ct. dis., buyers
Steam Launch	$30	nom.
Watson & Co., A. S.	$10	$22

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

October 16th.

- Barometer—9 A.M. 29.70
- Barometer—1 P.M. 29.72
- Barometer—4 P.M. 29.75
- Thermometer—9 A.M. 75
- Thermometer—1 P.M. 76
- Thermometer—4 P.M. 76
- Thermometer—9 A.M. (Wet bulb) 76
- Thermometer—1 P.M. (Wet bulb) 75
- Thermometer—4 P.M. (Wet bulb) 78
- Thermometer—Maximum 75
- Thermometer—Minimum (over night) 73

CHINA COAST METEOROLOGICAL REGISTER.

15th October, 1889, at 4 P.M.

STATION.	Barometer red. to 32° and sea level	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain last 24 hours.
Wladivostock	29.81	54	—	—	0	b	
Tokio	30.16	—	—	NW	2	—	
Nagasaki	29.81	71	87	NE	1	o	0.34
Shanghai	29.93	68	95	N	3	b	
Amoy	29.76	64	65	NW	3	o	—
Hongkong	29.63	78	80	NW	2	o	—
Haiphong	29.64	90	60	WSW	2	o	—
Bolinao	29.63	85	79	N	2	o	—
Manila	29.83	86	74	SW	3	b	—
Aupiing	—	—	—	—	—	—	—

16th October, 1889, at 10 A.M.

STATION.	Barometer red. to 32° and sea level	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain last 24 hours.
Wladivostock	29.81	50	100	—	0	f	—
Tokio	30.05	—	—	N	2	—	—
Nagasaki	29.93	74	89	N	3	c	—
Shanghai	29.96	67	89	NNE	3	b	—
Amoy	29.71	76	95	NE	1	or	0.80
Hongkong	29.70	71	100	W	8	or	2.65
Haiphong	29.60	83	85	NE	1	o	—
Bolinao	29.83	86	76	NE	2	b	0.06
Manila	—	—	—	—	—	—	—
Aupiing	—	—	—	—	—	—	—

At 5.45 p.m. directions were issued to hoist the Drum, at 5.55 p.m. the following telegram:—"There is a depression S.E. of Hongkong. Bad weather may be expected in the China Sea," at 0.31 a.m. directions to hoist the North Cone, and at 10 a.m. the following telegram:—"Typhoon N.E. of Hongkong moving North-westward." The barometer is rising quickly in Hongkong.

W. DOBERCK.

Hongkong Observatory, 16th October, 1889.

METEOROLOGICAL REGISTER.

	Previous day. at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.63	29.70	29.78
Temperature	78	71	74
Humidity	80	100	85
Direction of wind	N.W.	W.	W.
Force of wind	2	8	2
Weather	o.	o.r.	o.b.
Rain	—	2.65	—

Highest open air temperature on the 15th 83

Lowest open air temperature on the 16th 76

1.—BAROMETER reduced to 32 degrees Fahrenheit at the level of the sea in inches, tenths and hundredths.

2.—TEMPERATURE in the shade in degrees Fahrenheit.

3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.

4.—DIRECTION OF THE WIND to two points.

5.—FORCE OF THE WIND according to Beaufort Scale.

6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).

7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 16th October, 1889.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ARRATOON APCAR, Brit. str., Olifent.—David Sassoon, Sons & Co.

COMET, Ger. ship, Krippner.—Carlowitz & Co.

SEA WITCH, Amr. ship, Tibbets.—Captain.

WANDERING JEW, Amr. ship, Nichols.—Captain

WM. H. CONNOR, Amr. ship, Butman.—Master.

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, &c., via SUEZ CANAL	Peshawur (str.)	L. H. Moule	....	P. & O. S. N. Co.	On 23rd inst., at Noon
LONDON via SUEZ CANAL	Ajax (str.)	Riley	Hongkong	Butterfield & Swire	On 20th inst.
LONDON via SUEZ CANAL	Palamed (str.)	Jackson	....	Butterfield & Swire	On 20th inst.
LONDON DIRECT	Bombay (str.)	S. Bason	Hongkong	P. & O. S. N. Co.	To-day, at Noon
LONDON	Ningchow (str.)	W. Durdin	Hongkong	Arnhold, Karberg & Co.	On or about 14th inst.
HAVRE & LONDON	Amphitrite	....	Hongkong	Carlowitz & Co.	Quick despatch.
HAVRE & HAMBURG, &c.	Niobe (str.)	E. G. Pfaff	Hongkong	Siemssen & Co.	To-day, at 10 A.M.
HAMBURG DIRECT	Comet	....	Hongkong	Carlowitz & Co.	Quick despatch.
BREMEN & PORTS OF CALL	Neckar (str.)	H. Supmor	....	Melchers & Co.	On 27th inst., 10 A.M.
VANCOUVER B.C., via KOBE, &c.	Batavia (str.)	Williamson	Hongkong	Adamson, Bell & Co.	On 24th inst., at Noon
SAN FRANCISCO via KOBE, &c.	City of Rio (str.)	....	....	P. M. S. S. Co.	On 26th inst., at 1 P.M.
SAN FRANCISCO via KOBE, &c.	Oceanic (str.)	....	Hongkong	O. & O. S. S. Co.	To-morrow, at Noon.
SAN FRANCISCO	Harvest Queen	E. A. Forsyth	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Australia	....	....	Carlowitz & Co.	Quick despatch.
NEW YORK	Annie H. Smith	....	....	Carlowitz & Co.	Quick despatch.
NEW YORK	Robert S. Besnard	Andrews	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Occidental	Taylor	Hongkong	Reuter, Brockelmann & Co	Quick despatch.
NEW YORK	Mabel	F. Snow	Hongkong	Reuter, Brockelmann & Co.	Quick despatch.
NEW YORK	Reporter	G. P. Spalding	Hongkong	Siemssen & Co.	Quick despatch.
NEW YORK	W. H. Connor	J. E. Butman	Hongkong	Siemssen & Co.	Quick despatch.
SINGAPORE & NEW YORK	Benlarig (str.)	Freeman	Hongkong	Gibb, Livingston & Co.	To-day, at Noon
YOKOHAMA via N'SAKI, KOBE	Ancona (str.)	W. D. Mudie	Hongkong	P. & O. S. N. Co.	On 25th inst., daylight
SANDAKAN via SINGAPORE, &c.	Memnon (str.)	Dorff	....	Butterfield & Swire	On 19th inst.
STRAITS, BOMBAY, COLOMBO	Khiva (str.)	Crewe	....	P. & O. S. N. Co.	On 19th inst., at Noon
CALCUTTA via STRAITS	Arratoon Apcar (str.)	J. G. Olifent	Hongkong	David Sassoon, Sons & Co.	On 19th inst., at Noon
CALCUTTA via STRAITS	Wingsang (str.)	St. Croix	Hongkong	Jardine, Matheson & Co.	To-day, at Noon.
TIENTSIN	Sungkiang (str.)	Glasson	....	Butterfield & Swire	On 24th inst.
SHANGHAI via AMOY	Stentor (str.)	Milligan	Hongkong	Butterfield & Swire	On 21st inst.
SWATOW, AMOY, FOOCHOW	Haitan (str.)	S. Ashton	Hongkong	Douglas Lapraik & Co.	To-morrow daylight

VESSELS ON THE BERTH.

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, and BREMEN).

THE Steamship

"NIOBE,"

Captain E. G. Pfaff, will be despatched for the above Ports TO-DAY, the 17th inst., at TEN A.M., instead of as previously notified.

For Freight or Passage, apply to

SIEMSSEN & Co., Agents.

Hongkong, 15th October, 1889. [2161

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain J. G. Olifent, will be despatched for the above Ports on SATURDAY, the 19th instant, at NOON.

For Freight or Passage, apply to

DAVID SASSOON SONS & Co.

Hongkong, 12th October, 1889. [2135

STEAM TO STRAITS AND BOMBAY, Calling at COLOMBO.

THE P. & O. S. N. Co.'s Steamship

"KHIVA"

Captain Crewe, will leave for the above places on the 19th inst., at NOON.

E. L. WOODIN, Superintendent.

Hongkong, 8th October, 1889. [2110

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN, KUDAT, LABUAN, AND SINGAPORE.

THE Company's Steamship

"MEMNON,"

Captain Dorff, will be despatched as above on SATURDAY, the 19th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th October 1889. [2150

OCEAN STEAMSHIP COMPANY.

FOR LONDON via SUEZ CANAL.

THE Company's Steamship

"AJAX,"

Captain Riley, will be despatched as above on SUNDAY, the 20th inst.

Passengers for Europe desiring to proceed Overland, can, on application to the undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to Marseilles (by Transatlantic Company's express Boats) and thence to Paris or London.

Algiers is 28 hours' steam from Marseilles and thence to London occupies about the same time.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th October, 1889. [1983

OCEAN STEAMSHIP COMPANY.

FOR LONDON via SUEZ CANAL.

THE Company's Steamship

"PALAMED,"

Captain Jackson, will be despatched as above on SUNDAY, the 20th inst.

Passengers for Europe desiring to proceed Overland, can, on application to the undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to Marseilles (by Transatlantic Company's express Boats) and thence to Paris or London.

Algiers is 28 hours' steam from Marseilles and thence to London occupies about the same time.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th October, 1889. [1915

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"NINGCHOW,"

W. Durdin, Commander, will be despatched as above on or about the 14th inst.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 8th October, 1889. [2053

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"SUNGKIANG,"

Captain Glasson, will be despatched as above on THURSDAY, the 24th instant.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th October, 1889. [2151

STEAM TO YOKOHAMA via NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"ANCONA,"

Captain W. D. Mudie, will leave for the above places on FRIDAY, the 25th instant, at DAYLIGHT.

E. L. WOODIN, Superintendent.

Hongkong, 14th October, 1889. [2140

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"REPORTER,"

Captain G. P. Spalding, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, 5th October, 1889. [2082

FOR NEW YORK.

THE 3/3 A. I. I. American Bark

"MABEL,"

F. Snow, Master, is now loading for the above Port, and will have quick despatch.

For Freight, apply to

REUTER, BROCKELMANN & Co.

Hongkong, 28th September, 1889. [2014

FOR NEW YORK.

THE 3/3 L. I. I. British Bark

"ROBERT S. BESNARD,"

Andrews, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 13th September, 1889. [1920

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"ANNIE H. SMITH,"

shortly expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 10th September, 1889. [1901

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; via THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "OCEANIC" will be despatched for San Francisco *viâ* Kobe and Yokohama, on FRIDAY, the 18th October, at NOON. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$225.00
To San Francisco and return, available for 6 months	393.75
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 15th October, 1889. [4

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PESHAWUR," Captain L. H. Moule, with Her Majesty's Mails, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL, on WEDNESDAY, the 23rd October, 1889, at NOON.

Cargo will be received on board until 4 P.M., Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed viâ Bombay without transhipment, arriving one week later than by the ordinary direct route viâ Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

Hongkong, 14th October, 1889. [1

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,

VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"BATAVIA."

2,553 Tons Register, Williamson, Commander, will be despatched for VANCOUVER, B.C., via KOBE AND YOKOHAMA, on THURSDAY, the 24th October, at NOON.

To be followed by the S. S. "ABYSSINIA," on 7th November.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria ... (Mex.)	$210.00
To all Common Points in Canada and the United States	275.00
To Liverpool	320.00
To London	325.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on Board until 4 P.M. on the 23rd Oct.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 12th October, 1889. [8

FOR HAMBURG DIRECT,

(With option of Calling either at LONDON or HAVRE).

THE 3/3 L. I. I. German Ship

"COMET,"

will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 27th August, 1889. [1792

VESSELS ON THE BERTH.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK, via OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF RIO DE JANEIRO" will be despatched for San Francisco viâ Yokohama, on SATURDAY, the 26th October, at ONE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$225.00
To San Francisco and return, available for 6 months	393.75
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 %. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 14th October, 1889. [3

NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON SUNDAY, the 27th day of October, 1889, at 10 A.M., the Company's Steamship "NECKAR," Captain Supmer, with MAILS, PASSENGERS, SPECIE, and CARGO will leave this Port as above, CALLING AT GENOA.

Shipping Orders will be granted till NOON. Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.M., on the 26th October. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation, and carries a Doctor and Stewardess.

For Further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 30th September, 1889. [7

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"W. H. CONNOR,"

Captain James E. Butman, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, 15th October. 1889. [2152

FOR SAN FRANCISCO.

THE 3/3 L I I British Ship

"HARVEST QUEEN,"

E. A. Forsyth, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 10th September, 1889. [1891

FOR NEW YORK.

THE 3/3 L. I. I. British Bark

"AUSTRALIA"

will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 30th August, 1889. [1818

FOR HAVRE AND LONDON.

THE 3/3 L. I. I. German Ship

"AMPHITRITE,"

will load here for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 27th August, 1889. [1791

FOR NEW YORK.

THE 3/3 A. I. I. American Ship

"OCCIDENTAL,"

Taylor, Master, is now loading for the above Port, and will have quick despatch.

For Freight, apply to

REUTER, BROCKELMANN & Co.

Hongkong, 23th September, 1889. [1985

THE CEYLON HAND-BOOK AND DIRECTORY.

THIS Volume, which forms a valuable Repertory of Information regarding Ceylon and a General Handbook thereto, is widely circulated not only in the Island but throughout the British Empire.

It includes a complete list of all the Coffee Coconut, Cinnamon, Tea, Sugar, and Cinchona plantations in the Island, with full particulars, also Directories of all sections of the community; a valuable body of Statistics, and much useful General Information. It is indispensable to all intelligent residents, or parties interested in the Colony.

PRICE OF THE VOLUME: 8 Rupees. Carriage to China (1 big book) Rs. 1½.

Four Dollars will cover cost and postage to China, Straits, &c. Orders may be sent to "Daily Press" Office, Hongkong.

INTIMATIONS.

HONGKONG RIFLE ASSOCIATION. THE KWOON KWAN YEEN CHALLENGE CUPS.

The Third Competition for the 1st Stage will take place next SATURDAY, the 19th inst., at 3.15 p.m.

The Entrance Fee for this Stage only, *i.e.* 30 cents, or for the Two Stages, *i.e.* 60 cents, must be sent to me before 5 p.m. on Friday next, the 18th inst. The Second Stage will be shot off on Saturday, 26th instant.

A. SHELTON HOOPER, Honorary Secretary, Care of Hongkong Club.

Hongkong, 15th October, 1889. [80

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

13, PRAYA CENTRAL, HONGKONG.

The TELEPHONE EXCHANGE is now in working order.

Subscription, $80 per Annum.

Electrical Material on sale, or hire.

Electric BELLS fitted and maintained.

Agents for ELECTRIC LIGHTING.

Estimates free for all kinds of Electrical work.

A. SANDFORD, Agent.

Hongkong, 1st December, 1888. [1629

AFONG, PHOTOGRAPHER Has just added to his COLLECTION of VIEWS some NEW SCENES and Photos. of NATIVE TYPES, copies of which are obtainable in his Studio or at Messrs. KELLY & WALSH'S.

IVORY MINIATURES of Superior Quality and of Excellent and High Finish. PERMANENT ENLARGEMENTS of PHOTOS. and VIEWS and reproductions of the same on Paper, Canvas, or Opal.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS are taken in any state of the weather, and all Permanent Processes, are executed on Moderate Terms.

STUDIO—ICE HOUSE LANE. [56

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NOW READY.

The New Editions of ENGLAND, COUNTIES, Vol. 17. SCOTLAND, IRELAND, WALES, and European Possessions, Vol 27a AMERICA, North, South, Central and West Indies, Vol. 30.

IN THE PRESS.

COLONIAL DIRECTORY of Africa, Asia, and Australasia, containing the Colonies of all Nations, and the Independent Empires and States, Vol. 29.

RUSSIA and POLAND, Vol. 24. ITALY, Vol. 26, and other volumes.

C. LEUCHS & Co., 6, MONTAGUE PLACE, LITTLE BRITAIN, LONDON, E.C. ESTABLISHED 1794.

(WRITE FOR PRICE LIST.)

GOOD AGENTS WANTED. [1369

MONEY to LEND on MORTGAGE, $5,000. Current rate of Interest. Good security.

Address, C. W., Care of *Daily Press* Office.

Hongkong, 15th July, 1889. [1480

L'INDEPENDANCE BELGE.

EDITION D'OUTRE-MER

PARAISSANT TOUTES LES SEMAINES ET COMPRENANT 10 PAGES DE TEXTE GRAND FORMAT.

La seule publication en langue française destinée spécialement à tous les pays d'Outre-Mer et donnant le Résumé hebdomadaire du *mouvement politique, artistique, littéraire, scientifique, industriel, et commercial* du monde entier.

Tableau graphique des transactions commerciales sur toutes les places, cours, marchés, etc. —Correspondances spéciales de toutes les capitales, modes, variétés, etc.—*Romans feuilletons inédits* des premiers auteurs contemporains.

A chaque numéro est joint *un supplément littéraire* de douze colonnes qui réunit la collaboration des nouvellistes, chroniqueurs, et romanciers les plus en vogue.

PRIX D'ABONNEMENT:

SIX MOIS, 16 francs. DOUZE MOIS, 30 francs.

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Le meilleur marché, le plus répandu, et le mieux informé des grands journaux européens en langue française.

PRIX D'ABONNEMENT:

TROIS MOIS, fr. 15. SIX MOIS, fr. 30. DOUZE MOIS, fr. 60.

CONDITIONS.

Toute demande d'abonnement doit être accompagnée d'un mandat sur la poste ou autre à vue sur Bruxelles, Paris, ou Londres. Les abonnements commencent le 1er ou le 16 de chaque mois.

Envoi *gratuit* de *numéros spécimens* à toute personne qui en adressera la demande écrite à l'Administration:

17, RUE DES SABLES, BRUXELLES. [2193

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY.

WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

4 Vols. IMPERIAL QUARTO, Price, $20.

A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.

LONDON

TRUBNER & Co., 60, PATERNOSTER ROW.

HONGKONG

DAILY PRESS" OFFICE, WYNDHAM ST.

ESTABLISHED IN 1852.

L. P. FISHER'S NEWSPAPER ADVERTISING AGENCY, ROOMS 20 AND 21, MERCHANTS' EXCHANGE, CALIFORNIA STREET, S. F.

N.B.—ADVERTISING SOLICITED for all Newspapers published on the Pacific Coast, the Sandwich Islands, Polynesia, Mexican Ports, Panama, Valparaiso, Japan, China, New Zealand, the Australian Colonies, the Eastern States, and Europe. Files of nearly every Newspaper published on the Pacific Coast are kept constantly on hand, and all Advertisers are allowed free access to them during business hours.

The "HONGKONG DAILY PRESS" is kept on file at the Office of L. P. FISHER, who is authorised to receive Advertisements.

MAILS EXPECTED.

THE CANADIAN MAILS.

The C. P. steamer *Port Fairy*, with the Canadian mail of the 21st ultimo, left Yokohama on the 8th, and is due here on or about the 17th inst.

The C. P. steamer *Abyssinia*, with the Canadian mail of the 5th October, left Vancouver on that date, and is due here on or about the 2nd November.

THE AMERICAN MAILS.

The P. M. steamer *City of Rio de Janeiro*, with the American mail of the 19th ult., left Yokohama on the 12th, and may be expected here on the 18th inst.

The O. & O. steamer *Gaelic*, with the American mail of the 3rd inst., left San Francisco on that date, and is due here on or about the 30th instant.

THE FRENCH MAIL.

The M. M. steamer *Djemnah*, with the French mail of the 21st September, left Singapore at 6 p.m. on the 16th, and is expected here on the 22nd instant.

STEAMERS EXPECTED.

The O. S. S. Co.'s steamer *Stentor* left Singapore on the morning of the 13th, and is due here on the 19th inst.

The P. & O. Extra steamer *Brindisi* left Singapore at 9 a.m. on the 14th, and is due here on the 20th inst.

POST-OFFICE NOTICES.

POSTAL NOTIFICATIONS.

Letters, Parcels, &c. *for* Kowloon Point and steamers in Harbour may be posted in the General Post Office up to 11.30 a.m. and 3.30 p.m. Letters *from* Kowloon Point may be posted in the Letter Box which has been placed in the Police Station Compound up to 12 and 4 o'clock.

Local rates will be charged.

To avoid theft senders of letters from Kowloon are requested to cancel their stamps by writing the word *stamped* across them.

Covers containing Bank Notes, Jewellery, &c. should be registered.

There will be no Sunday delivery.

Peak delivery. Letter boxes—have been placed in the tram cars and correspondence will be delivered by the twelve and four o'clock cars only. Local rates will be charged. Correspondence addressed to the Peak may be posted in the General Post Office up to 11.30 a.m. and 3.30 p.m., or in the Letter Boxes in the cars till time of departure. Correspondence from the Peak may be posted in the Letter Boxes up to twelve and four o'clock. Parcels for the Peak may be posted in the General Post Office only up to 11.30 a.m. and 3.30 p.m. There will be no Sunday delivery. Covers containing bank notes, jewellery, &c., should not be posted. To avoid robbery senders of letters are requested to cancel their stamps by writing the word 'stamped' across them.

The Postal Guide for 1889, revised to date, will be found in the *Daily Press* Directory, p. 739 of both editions, is the only authorised complete Summary of Postal information published in Hongkong.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Singapore.—Per *Niobe*, to-day, the 17th inst., at 9.30 A.M.

For Straits and London.—Per *Bombay*, to-day, the 17th inst., at 11.30 A.M.

For Straits and Calcutta.—Per *Wingsang*, to-day, the 17th inst., at 11.30 A.M.

For Swatow, Amoy, and Foochow.—Per *Haitan*, to-day, the 17th inst., at 5.00 P.M.

For Kobe, Yokohama, and San Francisco.—Per *Oceanic*, to-morrow, the 18th inst., at 11.30 A.M.

For Straits, Colombo, and Bombay.—Per *Khiva*, on Saturday, the 19th inst., at 11.30 A.M.

For Straits and Calcutta.—Per *A. Apcar*, on Saturday, the 19th inst., at 11.30 A.M.

For Nagasaki, Kobe, and Yokohama.—Per *Ancona*, on Thursday, the 24th inst., at 5.00 P.M.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Oceanic* will be despatched on FRIDAY, the 18th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

11.15 A.M., Registry ceases.

11.30 A.M., Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Peshawur* will be despatched on WEDNESDAY, the 23rd October, with Mails for the United Kingdom, Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE GERMAN PACKET.

The German Contract Packet *Neckar* will be despatched on SATURDAY, the 26th inst., with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, &c., &c.

Registry ceases at 4 P.M.

The mail closes at 5 P.M.

The Post Office declines all responsibility for Unregistered Covers containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such covers.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in closing the mails for Europe, &c. by the English and French Packets, when they leave at NOON. The Money Order Office will be closed at 5 P.M. the day before.

8.00 A.M.—Posting of Prices Current and Circular ceases.

(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way.)

10.00 A.M.—Registry ceases.

10.30 A.M.—Posting of newspapers, books, and patterns ceases.

11.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11.10 A.M.) *with* 10 *cents late fee* up to 11.30 A.M. after which hour they may be sent on board this the same late fee.

POSTAL NOTES.

1.—Postal Notes of the values named below payable within three months at any Post Office in the United Kingdom, or at Constantinople, can be obtained at Hongkong or at any British Post Office in China (except Hoihow and Tientsin) at the following prices, which include Commission:—

1/—	33 cents.
1/6	50 „
5/—	$1.65 „
10/—	$3.30 „
20/—	$6.60 „

All money orders on the United Kingdom for even sums not exceeding £5 applied for at Hongkong or Shanghai will be issued by means of these Notes.

2.—The purchaser of any Postal Note must fill in the Payee's name before parting with it. He *may* also fill in the name of the Office where payment is to be made. If this is not done the note is payable (within three months) anywhere in the United Kingdom, or at Constantinople. Any Postal Note may be crossed to a Bank.

3.—Postal Notes should always be forwarded in Registered Covers. If this precaution is not taken NO ENQUIRIES WHATEVER will be made as to the loss or alleged loss of any Note.

4.—Postal Notes issued in the United Kingdom are not payable in Hongkong or China.

NOTICE OF FIRM.

NOTICE.

BY Mutual Arrangement the INTEREST AND RESPONSIBILITY of LAM WAI SHEANG in the Firm of FOOK MOW, No. 26, Bonham Strand, Ceased on and from the 9th instant. The Business is now being carried on as usual.

FOOK MOW HONG.
Cotton and Cotton Yarn Merchants.

Hongkong, 10th October, 1889. [2134

TO BE LET.

TO LET (FURNISHED)

FOR Six or Seven Months from 1st proximo, that desirable Winter Residence known as "TERRA VERTE," on the UPPER RICHMOND ROAD. Water and Gas laid on. Grass Tennis Court.
For terms, apply to
H. SHEPPARD.
Hongkong, 26th September, 1889. [2022

TO LET.
With Immediate Possession.

2 GODOWNS at WANCHAI, Praya East, on Marine Lot 117.
Capable of storing about 8,000 tons of Coal.
Apply to
HO TUNG,
in Messrs. Jardine, Matheson & Co.'s Office.
Hongkong, 7th October, 1889. [2093

TO LET.

ROOMS IN "COLLEGE CHAMBERS."
No. 9, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 13th July, 1888. [31

HONGKONG WHARF & GODOWNS
Goods received on STORAGE at Moderate Rates, in First-class Godowns.
STEAMER CARGOES discharged on favourable terms.
Apply to
MEYER & Co.
Hongkong, 2nd July, 1887. [1384

TO BE LET.

MAT HOUSE AT THE PEAK.
A PORTION of "BEACONSFIELD ARCADE."
"BISNEE VILLA," POKFOLUM; a delightful place for Pic-nics, week ends and off days.
BREEZY POINT, BONHAM ROAD.
Apply to
SHARP & Co.,
BEACONSFIELD ARCADE.
Hongkong, 14th October, 1889. [32

TO LET.

NO. 3, WEST TERRACE. (Immediate Entry).
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 15th October, 1889. [2153

TO LET,
With Immediate Possession.

THE TOP FLOOR of HOUSE No. 3, BLUE BUILDINGS.
Apply to
HOLLIDAY, WISE & Co.
Hongkong, 15th October, 1889. [2156

OFFICE OR BEDROOM TO LET.

AN AIRY & COMMODIOUS ROOM suitable as an OFFICE or BEDROOM in a Central position close to the CLOCK TOWER. Rent, Dollars 25 per month.
Address,
A. B. C.,
Office of this Paper.
Hongkong, 1st October, 1889. [2058

TO LET.

THE TOP FLOOR of the Premises in ICE HOUSE LANE belonging to the HONGKONG ICE CO., LTD., suitable for OFFICES. Possession on 1st October next.
Apply to the MANAGER at the DEPOT, or to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 28th August, 1889. [1804

TO LET.

HOUSE No. 2, "SMITH'S VILLAS," MAGAZINE GAP, a SPACIOUS FIVE ROOMED HOUSE, with Basement and Outhouse; excellent view. Expected to be ready 1st August next.
Apply to
F. BLACKHEAD & Co.
Hongkong, 3rd July, 1889. [1397

TO LET.

THE TOP FLOOR of No. 135, QUEEN'S ROAD EAST, containing 4 Large well finished ROOMS, a Cook House, and a Bath Room, with Water laid on. The two front Rooms have fire places.
For Particulars apply to the Shop on the Ground Floor.
Hongkong, 12th October, 1889. [1830

TO BE LET.

DESIRABLE OFFICES & GODOWNS, No. 13, Praya Central.
Apply to
STOLTERFOHT & HIRST.
Hongkong, 8th October, 1889. [2107

TO LET.

"CRAIGELLACHIE," 8, BONHAM ROAD.
Apply to
LINSTEAD & DAVIS.
Hongkong, 5th October, 1889. [2081

TO LET,
(FURNISHED or UNFURNISHED).

"WELLBURN" (Peak). Possession from 1st November. Gas laid on.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.
Hongkong, 15th October, 1889. [2157

CUTLER, PALMER & Co.
ESTABLISHED IN LONDON, 1815
Are represented in China by
Messrs. SIEMSSEN & Co.......................*
" LANE, CRAWFORD & Co. & by ....*
" B. E. REYNELL & Co. in Japan.........*
Subjoined are some of the items consigned by these well-known Shippers.

SPIRITS.
COGNAC—Their popular "4 Star" quality and best.—No better shipped.
COGNAC—Their well-known "2 Star" quality

SCOTCH WHISKY.
See Separate Advertisement.

IRISH WHISKY.
THE BEST—Only one quality consigned.

PORT—"INVALIDS."
Invalids in particular are recommended to select this Wine. See special Advertisement.

SHERRY.
For Connoisseurs the following Wines have their own distinctive merits—
The "INVALIDS," pale, delicate, fine flavor.
"AMOROSO," a Stouter Wine, very popular.
"MANZANILLA," a clean dry appetising Wine.
"SHERRY—WHITE SEAL," a special favorite in China, very delicate and soft.

CLARET.
Perfectly pure Bordeaux, not loaded to please vitiated palates.
MOUTON ....in quarts and pints.
LAROSE..............in quarts and pints.
ST. ESTEPHE ....in quarts and pints.
MARGAUX-MEDOC in quarts and pints.

LIQUEUR.
BENEDICTINE from the Monastery.
C. P. & Co. are the Sole Consignors of this world wide known Liqueur.
For Prices apply to either of the above Firms marked *. [1997

PORTLAND CEMENT
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY WISE & Co.
Hongkong, 11th April, 1883. [1050

NOTICES TO CONSIGNEES.

TO CONSIGNEES OF OPTIONAL CARGO EX O. S. S. CO.'S S.S. "AGAMEMNON," FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 17th inst. for shipment per steamer "STENTOR."
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th October, 1889. [2122

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "AGAMEMNON," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th inst.
Goods undelivered after the 21st inst. will be subject to Rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st inst.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th October, 1889. [2122

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo Ex S. S. "ARRATOON APCAR" are hereby informed that their goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at West Point, whence delivery may be obtained.
Cargo remaining undelivered after the 21st inst. will be subject to rent. No Fire Insurance has been effected.
Consignees are also hereby informed, that all claims must be made immediately, as none will be entertained after the 20th instant.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 14th October, 1889. [2149

NOTICE TO CONSIGNEES.

S. S. "PATHAN,"
FROM GLASGOW, LIVERPOOL, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional cargo will be forwarded unless notice to the contrary be given before 10 A.M., TO-DAY.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 21st inst. will be subject to rent.
All claims against the steamer must be presented to the undersigned on or before the 21st instant, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 14th October, 1889. [2115

INSURANCE.

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAPRAIK & Co.,
Agents for the Phœnix Fire Office.
Hongkong, 17th August, 1887. [15

NOTICE.

QUEEN FIRE INSURANCE COMPANY.
The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
NORTON & Co.,
Agents.
Hongkong 16th July, 1887. [55

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS, against FIRE at Current Rates.
REUTER, BROCKELMANN & Co.,
Agents.
Hongkong, 1st July, 1889. [165

THE MAN ON INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.
Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.
WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1949

THE NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $100,000, on first-class risks at current rates.
DUNN, MELBYE & Co.
Hongkong, 16th February, 1889. [413

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.
REUTER, BROCKELMANN & Co.
Hongkong, 1st July, 1889. [678

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

As Agents of the above Company we are prepared to accept RISKS against FIRE at Current rates.
RUSSELL & Co.
Hongkong, 2nd May, 1889. [902

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
ESTABLISHED 1870.
HEAD OFFICE,—Hongkong.
CAPITAL TWO MILLION DOLLARS.
PAID-UP CAPITAL ....$ 400,000
RESERVE FUND 650,000
CLAIMS PAID..................................... 710,000
BONUSES PAID 400,000
RISKS accepted at CURRENT RATES OF PREMIA.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 12th March, 1889. [733

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & Co.,
Agents.
Hongkong, 18th November, 1872. [14

FOR SALE.

JULES MUMM & Co.'s
CHAMPAGNE, Qts. $20 & Pts. $21.
DUBOS FRERES & DE GERNON & Co.'s
BORDEAUX CLARETS,
AND
WHITE WINES.
CHAU. LEOVILLE, at $23 per Case of 1 doz.
CHAU. MARGAUX, at $26 " " "
PAXTER'S "BARLEY BREE."
(Celebrated 7 years' Old WHISKY,
at $8.25 per Case of 1 doz.
CRAIGIEVAR WHISKY, at $5.50 per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, 10th November, 1888. [97

1889. ON SALE. 1889.

THE CHRONICLE AND DIRECTORY FOR 1889,
With which is incorporated
THE CHINA DIRECTORY.
(TWENTY-SEVENTH ANNUAL ISSUE),
COMPLETE, WITH APPENDIX, PLANS, &c. &c.,
Royal 8vo. p.p. 1,216......$5.00.
SMALLER EDITION, Royal 8vo. p.p. 820...$3.00.

THE CHRONICLE AND DIRECTORY has been thoroughly revised and brought up to date, and again much increased in bulk.
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Do. Peak Directory | Kobe (Hyogo).
Do. Military Forces. | Osaka.
MACAO. | Tokyo.
CHINA— | Yokohama.
Pakhoi. | Niigata.
Hoihow. | Hakodate.
Whampoa. | VLADIVOSTOCK.
Canton. | THE PHILIPPINES—
Swatow. | Manila.
Amoy. | Cebu.
Takao. | Iloilo.
Taiwanfoo. | BORNEO—
Tamsui. | Sarawak.
Kelung. | Labuan.
Foochow. | British North Borneo.
Wenchow. | COCHIN CHINA—
Ningpo. | Saigon.
Shanghai. | Cambodia.
Chinkiang. | ANNAM—
Wuhu. | Hué.
Kiukiang. | Tourane, &c.
Hankow. | TONQUIN—
Ichang. | Haiphong.
Chungking. | Hanoi.
Chefoo. | Namdinh, &c.
Taku. | SIAM—
Tientsin. | Bangkok.
Peking. | STRAITS SETTLEMENTS
Wei Hai Wei. | Singapore.
Port Arthur. | Malacca.
Newchwang. | Penang.
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Söoul. | Johore.
Chemulpo. | Sungei Ujong.
Fusan. | Salangor.
Yuensan. | Perak.

NAVAL SQUADRONS—
British. | French.
United States. | German.
Japanese. | Chinese Northern
Russian.

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Indo-China S. N. Co. | H. C. & M. S. B. Co.
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MAP OF THE ISLAND OF HONGKONG.
PLAN OF THE CITY OF VICTORIA.
PLAN OF BRITISH KOWLOON.
PLAN OF MOUNTAIN DISTRICT, VICTORIA.
PLAN OF FOREIGN CONCESSIONS, SHANGHAI.
PLAN OF YOKOHAMA.
PLAN OF MANILA.
PLAN OF SAIGON.
PLAN OF TOWN AND ENVIRONS OF SINGAPORE.
PLAN OF GEORGE TOWN, PENANG.

Among the other contents of the book are—
An Anglo-Chinese Calendar, Mean of Barometer and Thermometer, Rainfall, &c.
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A description of Chinese Festivals, Fasts, &c., with the days on which they fall.
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The Hongkong Postal Guide for 1888.
Scales of Commissions and Charges adopted by the Chambers of Commerce of Hongkong, Shanghai, Amoy and Newchwang.
Hongkong Chair, Jinricksha, and Boat Hire.

The APPENDIX consists of FOUR HUNDRED PAGES of closely printed matter, to which reference is constantly required by residents and those having commercial or political relations with the Countries embraced within the scope of the CHRONICLE AND DIRECTORY.

The Contents are too numerous to particularize in an Advertisement, but include—
TREATIES WITH CHINA—
Great Britain, Nanking, 1842
" Tientsin, 1858
" Chefoo, with Additional Article.
" Opium Convention, 1886.
" Burmah & Thibet Conventions and all others not abrogated.
France, Tientsin, 1858, Convention, 1860.
" Tientsin, 1885, Treaty of Commerce, Conventions, 1886 and 1887.
United States, Tientsin, 1858, Additional, 1869.
" Peking, 1880 1880
German, Tientsin, 1861 and Peking,
Portugal, 1888
Russia, Japan, Spain, Brazil, and Peru.
TREATIES WITH JAPAN—
Great Britain | Netherlands
United States | Corea
TREATIES WITH COREA
TREATIES WITH SIAM
TREATIES WITH ANNAM
TREATIES WITH CAMBODIA
CUSTOMS TARIFFS
Chinese | Siamese
Japanese | Corean
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Orders in Council for Government of H.B.M. Subjects in China and Japan, 1865, 1877, 1878, 1881, 1884, 1884, 1885, 1886, 1886.
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Code of Civil Procedure, Hongkong
Table of Hongkong Court Fees
Admiralty Rules
Foreign Jurisdiction Act
Regulations for the Consular Courts of United States in China
Rules of Court of Consuls at Shanghai
Chinese Passenger Act
TRADE REGULATIONS
China | Siam
Japan | Customs Seizure, China
Shanghai Bonded Warehouse Regulation
Customs and Harbour Regulations for the different ports of China, Philippines, Siam, &c.
Pilotage Regulations
HONGKONG
Charter of the Colony
Rules of Legislative Council
Port Regulations, &c., &c., &c.

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Daily Press Office, January, 1889.

SHIPPING IN PORT.

SHIPPING IN HONGKONG HARBOUR.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Apenrade	Oct. 16	Eolhmann	Ger. str	1476	Geo. R. Stevens & Co	
Arratoon Apcar	Oct. 14	Olifant	Brit. str	1392	D. Sassoon, Sons & Co	Calcutta
Batavia	Sept. 15	Williamson	Brit. str	2558	Adamson, Bell & Co	New York
Benlarig	Oct. 16	Freeman	Brit. str	1483	Gibb, Livingston & Co	London
Bombay	Oct. 14	S. Bason	Brit. str	2047	P. & O. S. N. Co	Canton
Fatshan	June 15	J. H. Hoyland	Brit. str	1425	H. C. & M. Steamboat Co	
Frejr	Oct. 14	Lund	Dan. str	419	Arnhold, Karberg & Co	
Fushiki-maru	Oct. 14	Franck	Jap. str	1119	M. B. Kaisha	
Haitan	Oct. 15	Ashton	Brit. str	1183	Douglas Lapraik & Co	Coast Ports
Hankow	—	Lloyd	Brit. str	2235	Butterfield & Swire	Canton
Hel. Rickmers	Oct. 15	Hess	Ger. str	2008	Melchers & Co	
Honam	—	G. B. Lefavour	Brit. str	1844	H. C. & M. Steamboat Co	Canton
Khiva	Oct. 15	Ed. Crowe	Brit. str	1452	P. & O. S. N. Co	Bombay
Kiukiang	—	W. E. Clarke	Brit. str	1061	H. C. & M. Steamboat Co	Macao
Kiung-chow	—	W. S. McIver	Brit. str	258	H. C. & M. Steamboat Co	
M. of Whitby	Aug. 6	Kirby	Brit. str	1409	Order	
Mongkut	Oct. 14	Jas. Fowler	Brit. str	860	Yuen Fat Hong	
Ningchow	Oct. 16	Dardin	Brit. str	1730	Arnhold, Karberg & Co	London
Niobe	Oct. 12	Pfaff	Ger. str	1466	Siemssen & Co	Hamburg
N. Le Bavm	Oct. 14	Jaffry	Fr. str	1182	A. R. Marty	
Oceanic	Oct. 9	Kempson	Brit. str	3508	O. & O. S. N. Co	S. Francisco
Pasig	—		Brit. str	284	Chinese	
Phu-quoc	Sept. 28	Vallin	Fr. str	183	Chinese	
Pilot Fish	—	Stopani	Brit. str	117	H. & W. Dock Co	
Powan	—	S. W. Goggin	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Riversdale	Oct. 10	Jas. Mooney	Brit. str	1311	Adamson, Bell & Co	
Store Nordisk	Oct. 14	Svensson	Dan. str	595	G. N. Telegraph Co	
Taichiow	Oct. 12	Morris	Brit. str	802	Yuen Fat Hong	Bangkok
Tai Lee	Oct. 16	Schuldt	Ger. str	828	Morris & Co	
Tainan	Oct. 16	W. N. Allison	Brit. str	1663	Butterfield & Swire	
Wingsang	Oct. 8	Croix	Brit. str	1517	Jardine, Matheson & Co	Calcutta
Yangtsze	Oct. 10	Tonningsen	Ger. str	814	Siemssen & Co	

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Adolph	Sept. 19	Westergaard	Ger. bk	667	Arnhold, Karberg & Co	Havre
Amphitrite	July 15	Bowehl	Ger. sh	1914	Carlowitz & Co	New York
Australia	June 11	Wm. Harris	Brit. bk	999	Carlowitz & Co	
Cathrine	Sept. 25	Hansen	Dan. bg	251	Siemssen & Co	
Charger	June 23	Goodell	Amr. sh	1372	Order	
Comet	July 2	Krippner	Ger. sh	1080	Carlowitz & Co	London
Conqueror	June 17	Lothrop	Amr. sh	1540	Order	
Eliz. Graham	Sept. 29	Chas. Hedge	Brit. bk	598	Adamson, Bell & Co	
Harvest Queen	Aug. 10	Forsyth	Brit. sh	2020	Russell & Co	S. Francisco
H. E. Tapley	Mar. 20	McConnachy	Brit. bk		Gibb, Livingston & Co	
Iris	Oct. 1	Swan	Brit. sch	206	Master	
Kitty	Aug. 30	H. Wilson	Brit. bk	802	Master	
Marabout	Oct. 5	Ferguson	Brit. sh	1498	Adamson, Bell & Co	
Mabel	Sept. 19	Snow	Amr. bk	750	Reuter B. & Co	New York
N. M. Slade	Oct. 1	Teixeira	Amr. bk	535	Master	
Occidental	Sept. 26	W. Taylor	Amr. sh	1476	Reuter, B. & Co	New York
Penshaw	Oct. 12	John Inckay	Brit. bk	729	Gibb, Livingston & Co	
Reporter	Aug. 30	Spalding	Amr. sh	1286	Siemssen & Co	New York
Lizt. S. Besnard	Aug. 15	Andrews	Brit. bk	1200	Russell & Co	New York
Sea Witch	July 24	Chas. Tibbets	Amr. sh	1299	Master	
Stella	Sept. 22	N. H. Hitch	Amr. bg	477	Adamson, Bell & Co	
Wander, Jew	Sept. 30	D. C. Nichols	Amr. sh	1650	Order	
Wm. H. Connor	Sept. 24	Butman	Amr. sh	1423	Siemssen & Co	New York

SHIPPING IN CHINA WATERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
MACAO.						
Kiang-ping	—	Holmes	Chi. str	860	C. M. S. N. Co	
Recorder	—	J. H. Dutton	Brit. str	—	Order	
White Cloud	—	W. J. Risby	Brit. str	652	H. C. & M. Steamboat Co	Canton
WHAMPOA.						
Canton	Oct. 15	Peters	Brit. str	1110	Jardine, Matheson & Co	
Fushun	Oct. 12	Croad	Chi. str	1533	C. M. S. N. Co	
Kutsang	Oct. 14	Young	Brit. str	1495	Jardine, Matheson & Co	
Ningpo	Oct. 14	R. Kohler	Ger. str	762	Siemssen & Co	Shanghai
CANTON.						
Ch'ron Kamry		Krag	Siam. bk	419	Chinese	
Colombo	June 11	Griff	Chi. bk	636	Order	
Diamond City	July 10	F. Sess	Siam. bk	261	Yuen Fat Hong	
Falcon		Jorgenson	Siam. bk	350	Chinese	
Hei Cheong	Sept. 4	Thomsen	Brit. bk	325	Chinese	
Montlara	Oct. 21	Otto Kessler	Ger. sch	75	Russell & Co	
Rapid	June 11	Stembring	Siam. bk	429	Chinese	
Yoong Siam		Hock	Siam. bk	780	Chinese	

SWATOW.
IN PORT ON 14TH OCTOBER, 1889.
STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Meefoo		Lunt	Chi. str	1338	C. M. S. N. Co	
Tamsui		Williams	Brit. str	919	Butterfield & Swire	
Yuensang		Slesser	Brit. str	1159	Jardine, Matheson & Co	

AMOY.
IN PORT ON 10TH OCTOBER, 1889.
STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Diamante	Oct. 10	Taylor	Brit. str	514	Tait & Co	
Formosa	Oct. 9	Hall	Brit. str	674	Russell & Co	
Goalpara	Oct. 7	E. C. Russell	Brit. str	1355	Pasedag & Co	
Kungpai	Oct. 10	Clifford	Chi. str	608	C. M. S. N. Co	
SAILING VESSELS.						
Krist. Nilsson	Oct. 4	Thomsen	Ger. bg	260	H. A. Petersen & Co	
St. Julien	Sept. 28	W. J. King	Brit. bk	1049	Russell & Co	
Sunbeam	Oct. 9	Mowatt	Brit. bk	845	Russell & Co	

FOOCHOW.
IN PORT ON 5TH OCTOBER, 1889.
STEAMER.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Pechili	Oct. 5	Freeman	Brit. str	827	Jardine, Matheson & Co	
SAILING VESSELS.						
Archos	Sept. 21	Hansen	Ger. bk	449	Master	
Sebastian Bach	Sept. 29	Schneider	Ger. bk	812	Master	

SHANGHAI.
IN PORT ON 11TH OCTOBER, 1889.
STEAMERS (EXCLUSIVE OF RIVER CRAFT).

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Ajax	Oct. 2	H. Riley	Brit. str	1563	Butterfield & Swire	
Anshin-maru	Oct. 5	James	Jap. str	195	Gibb, Livingston & Co	
Bombay	Sept. 28	S. Bason	Brit. str	2074	P. & O. S. N. Co	
Caledonien	Sept. 20	Blaubenge	Fr. str	2632	Messageries Maritimes	
Cass	Oct. 5	Hogg	Chi. str	892	Hopkins, Dunn & Co	
Chi-yuen	Oct. 10	Nail	Chi. str	1347	C. M. S. N. Co	
Fee-chuen	Oct. 5	Piper	Chi. str	640	Chinese Telegraph Co	
Higo-maru	Oct. 9	Thompson	Jap. str	864	Nippon Yusen Kaisha	
Kiang-piau	May 26		Chi. str	942	C. M. S. N. Co	
Kuling	April 24	Johnson	Brit. str	804	Gibb, Livingston & Co	
Natal	Oct. 10	Such	Fr. str	4036	Messageries Maritimes	
Neckar	Oct. 3	Sumner	Ger. str	1870	Melchers & Co	
Ngankin	Oct. 10	Perks	Brit. str	1922	Butterfield & Swire	
Peshawur	Oct. 5	Moule	Brit. str	2136	P. & O. S. N. Co	
Sual	Sept. 28	Scott	Brit. str	781	G. McBain	
Taiwo	Oct. 3	Wilson	Brit. str	719	Jardine, Matheson & Co	
Yokohama M.	Oct. 7	Swain	Jap. str	2805	Nippon Yusen Kaisha	
Yungching	Oct. 10	Lowe	Chi. str	761	C. M. S. N. Co	
SAILING VESSELS.						
[illegible] H. Smith	Sept. 3	Kendall	Amr. bk	1452	W. Hewett & Co	
Compeer	Oct. 6	Petersen	Am. sch	330	Reuter B. & Co	
Cygnet	Oct. 3	MacKenzie	Brit. bk	409	Hopkins, Dunn & Co	
Fortune	Aug. 22	Soderstrom	Siam. bk	447	T. W. Sang	
Komasaka M.	Oct. 5	Mayeshiba	Jap. bk	447	M. B. Kaisha	
Mary L. Stone	Sept. 6	Cater	Amr. bk	1420	C. & J. Trading Co	
Sea Swallow	Oct. 2		Brit. bk	322	Hopkins, Dunn & Co	

TIENTSIN.
IN PORT ON 5TH OCTOBER, 1889.
STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
El Dorado	Oct. 4	Payne	Brit. str	892	E. Cousins	
Taichoong	Oct. 1	Dahme	Ger. str	828	R. M. Brown	
Yiksang	Oct. 3	Bradley	Brit. str	850	E. Cousins	
Yungching	Oct. 4	Lincoln	Chi. str	761	C. M. S. N. Co	
SAILING VESSELS.						
Charley	Sept. 29	Cebrk	Brit. bk	360	Chinese	
Loongwha	Aug. 31	Lord	Brit. sch	574	Wilson & Co	
Sin Kolga	Sept. 29	Jensin	Brit. bk	542	Chinese	

AGENTS FOR "DAILY PRESS" &c.

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Do. ....Messrs. Street & Co., 30 Cornhill.
Paris ....Messrs. Amédée Prince & Co., 36, Rue Lafayette.
Berlin ....G. Hildebrandt, 111, Alexandrinen Street.
New York ....Mr. A. Wind, 21, Park Row.
San Francisco, Mr. L. P. Fisher, Merchants Ex.
Sydney ....Messrs. Gordon & Gotch.
Melbourne ....Messrs. Norton, Hargrave & Co.
Brisbane ....Messrs. Gordon & Gotch.
Calcutta ....Messrs. Newman & Co.
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Manila ....Messrs. Diaz Puertas & Co.
Yokohama ....Messrs. Kelly & Walsh.
Kobe ....“Hyogo News” Coy.
Nagasaki ....Messrs. R. H. Powers & Co.
Shanghai, &c. ...Messrs. Kelly & Walsh.
Tientsin ....Messrs. E. Blow & Co.
Foochow ....Messrs. Hedge & Co.
Amoy & Formosa Mr. J. G. Götz.
Swatow ....Messrs. Quelch & Co.
Macao ....Mr. F. A. da Cruz.

SHIPPING IN JAPANESE WATERS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
NAGASAKI. In Port on 9th October, 1889. STEAMER.						
Alwine Seyd	Sept. 6	Samme	Ger. str	558	M. B. Kaisha	
Highland	Oct. 7	Casson	Brit. str		Browne & Co	
SAILING VESSELS.						
Kozaki-maru	—	Christensen	Barge	400	Nippon Yusen Kaisha	
KOBE. In Port on 8th October, 1889. STEAMERS.						
Cardiganshire	Oct. 7	Rickards	Brit. str	1623	Adamson, Bell & Co	
Glengarry	Oct. 6	F. Gedye	Brit. str	1955	Jardine, Matheson & Co	
Khiva	Oct. 7	Ed. Crowe	Brit. str	1452	P. & O. S. N. Co	
Kwongsang	Sept. 30	T. Seller	Brit. str	988	Jardine, Matheson & Co	
Mino-maru	Oct. 6	Handa	Jap. str	553	Nippon Yusen Kaisha	
Owari-maru	Oct. 7	Jones	Jap. str	556	Nippon Yusen Kaisha	
Palamed	Oct. 5	C. Jackson	Brit. str	1459	Butterfield & Swire	
SAILING VESSELS.						
Adolph Obrig	Sept. 22	Carleton	Amr. bk	1345	H. Lucas & Co	
E. T. Crowell	Sept. 1	Pendleton	Amr. bk	1089	Delacamp & Co	
St. David	Sept. 22	Frost	Amr. sh	1745	C. & J. Trading Co	
YOKOHAMA. In Port on 3rd October, 1889. STEAMERS.						
Cardiganshire	Oct. 1	Rickards	Brit. str	1657	Adamson, Bell & Co	
Claymore	Oct. 3	Felgate	Brit. str	1658	Adamson, Bell & Co	
Feiching	Oct. 3	Price	Brit. str	934	Jardine, Matheson & Co	
Meiji-maru	Aug. 10	Allen	Jap. str	1027	Lighthouse Department	
Natal	Sept. 20	Suob	Fr. str	4038	Messageries Maritimes	
Oceanic	Oct. 2	Kempson	Brit. str	3808	O. & O. Co	
SAILING VESSELS.						
Arctic	Nov. 16	Pyne	Brit. sch	60	Master	
Esmeralda	July 28	Wysman	Brit. sch	130	Jardine, Matheson & Co	
J. Weissenborn	Aug. 30	W. Thuslen	Ger. sh	2024	C. & J. Trading Co	
Leading Wind	Sept. 6	Hinchely	Amr. sh	1158	R. Isaacs & Brother	
Monsoon	Oct. 3	Jurd	Brit. sch	113	Master	
Nemo	Aug. 30	Carrossi	Brit. sch	146	H. J. Snow	
Norma	Sept. 2	Johnson	Brit. sch	52	J. Robston	
Rose	Sept. 25	L. Gierow	Brit. sch	51	R. Clark	
Selkirk	July 29	Crane	Brit. sh	1747	Smith, Baker & Co	
St. Nicholas	Sept. 20	F. Carver	Amr. sh	1723	C. & J. Trading Co	
Thomas Dana	July 29	Dow	Amr. sh	1514	Smith, Baker & Co	

SHIPPING IN SOUTHERN PORTS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
MANILA. In Port on 2nd October, 1889. STEAMERS.						
Diamante	Sept. 30	Tayler	Brit. str	514	Warner Blodgett & Co	
Elcano	Sept. 10	Renteria	Span. str	403	D. Y. Rebolta	
Else	Sept. 30	Jebsen	Ger. str	747	Yap Tico	
Isla de Mindanao	Sept. 24	Galiana	Span. str	3035	Compania General	
Peluse	Sept. 28	Ferard	Fr. str	1158	A. de Saavedra	
Salvadora	Oct. 2	Conti	Span. str	638	F. L. Roxas	
Zafiro	Sept. 21	McCaslin	Brit. str	675	Warner Blodgett & Co	
SAILING VESSELS.						
Alex. Yeats	Sept. 3	Dunkom	Brit. sh	1589	Macleod & Co	
Cashmere	June 24	Hanson	Brit. bk	1245	Warner, Blodgett & Co	
Germanie	June 12	Samuelsen	Nor. sh	1296	Macleod & Co	
Constance	Aug. 19	P. R. Tingley	Brit. sh	1592	Macleod & Co	
Gen. Doon Villa	Aug. 20	Corbett	Brit. sh	1569	W. F. Stevenson & Co	
Hamburg	June 1	Calder	Brit. bk	1698	Smith, Bell & Co	
J. Harkemaly	June 10	Amston	Amr. bk	1505	Macleod & Co	
Kiandra	June 12	Frese	Ger. bk	990	W. F. Stevenson & Co	
Martha Davis	Sept. 23	Pendleton	Amr. bk	832	Smith, Bell & Co	
Mary A. Troop	July 4	Young	Brit. bk	1118	W. F. Stevenson & Co	
Mindoro	Sept. 6	Lucohlm	Amr. sh	990	Ker & Co	
M'ter of Marine	Aug. 12	McLaughlin	Brit. sh	1648	W. F. Stevenson & Co	
Nikaria	June 12	Long	Brit. bk	1083	Order	
Pamass	Sept. 23	Sesmid	Ger. bk	1889	C. Fressel & Co	
Penshaw	July 1	Inckay	Brit. bk	829	Macleod & Co	
Sylvan	Sept. 16	Dingale	Brit. bk	1046	Ker & Co	
Winnstay	May 24	Bryde	Brit. sh	1601	Smith, Bell & Co	
HAIPHONG. In Port on 6th October, 1889. STEAMER.						
Haiphong		Devese	Fr. str	900	Messageries Maritimes	
Marie	Oct. 4	Hundewadt	Ger. str	708	Wing Fat Cheong	
BANGKOK. In Port on 28th September, 1889. SAILING VESSELS.						
Augustina		Schumacher	Ger. bk	896	Windsor, Rose & Co	
Bua Pau		Saxtorph	Siam. bk	575	Poh Hee	
C. Robertus		Waldmann	Ger. bk	567	Windsor, Clarke & Co	
Emma Muller		Kading	Ger. bk	505	Jucker, Sigg & Co	
Galathea			Nor. bk	584	Windsor, Clarke & Co	
Gin	Aug. 10		Ital. bk	900	Jucker, Sigg & Co	
Herradura		Scopinich	Aust. bk		Order	
Hokian		Native	Siam. lug	250	Ho Suan	
Madras	Aug. 12		Brit. bk		Jucker, Sigg & Co	
Melchiore		Tasso	Ital. bk	790	Jucker, Sigg & Co	
Nevado		Donaldson	Brit. bk	674	Borsee Co., Limited	
Noe	Aug. 23		Ital. bk	655	Shaw & Chalant	
Nordenskiold	Aug. 9		Nor. bk	729	Shaw & Shalant	
Prima		Holm	Swd. bk	557	Borsee Co., Limited	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Alacrity	d.-s. steel despatch boat	4	3150	Com. R. B. Maconochie	Japan
Cockchafer	gunboat	4	470	Lt.-Com. E. H. Maxwell	Cruising
Conquest	corvette	14	2670	Capt. W. H. Henderson	Japan
Cordelia	corvette	10	2420	Captain H. T. Grenfell	Yokohama
Elk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Lt.-Com. R. T. Smith	Shanghai
Firebrand	composite gunboat	4	460	Lieut.-Com. Denison	Shanghai
Hyacinth	cruiser	8	1190	Capt. B. W. Craigie	Japan
Imperieuse	double-screw iron frigate	10	1000	Capt. Wm. H. May	Japan
Leander	cruiser	10	5000	Capt. Burges Watson	Japan
Linnet	gunboat	5	1050	Com. P. R. Smythes	Japan
Merlin	composite gunboat	4	450	Lt.-Com. G. B. Tonge	Hankow
Mutine	composite sloop	10	1120	Com. J. H. Martin	Hongkong
Orion	armour-plated ship	4	4040	Captain Bruce	Singapore
Porpoise	steel torpedo cruiser	6	3500	Com. R. W. White	Japan
Rambler	composite gun-vessel	8	670	Com. L. S. Denison	Cruising
Rattler	composite gunboat	6	1200	L.-C. Maitland-Dougall	Singapore
Satellite	corvette	8	1400	Capt. T. W. P. Nesham	Japan
Severn	cruiser	12	5000	Capt. W. H. Hall	Japan
Socket	torpedo mining-launch	—	—	—	Hongkong
Swift	double-screw gun-vessel	2	1010	Com. Hon. R. Bingham	Yokohama
Tweed	double-screw gun-vessel	3	340	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore E. J. Church	Hongkong
Wanderer	composite sloop	9	750	Com. G. A. Giffard	Japan
Wivern	turret ironclad	4	1450	In reserve	Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Marion	American corvette	8	1170	Capt. N. M. Dyer	Yokohama
Omaha	American corvette	12	1150	Capt. F. V. McNair	Nagasaki
Palos	American gunboat	6	500	Lieut.-Com. J. E. Craig	Nagasaki
Monocacy	American gun vessel	6	—	Lieut.-Com. Reisinger	Yokohama
Aspic	French gunboat	4	—	Captain Malaterre	Tientsin
Chasseur	French gunboat	—	—	Capt. Bugard	Nagasaki
Comete	French gunboat	—	—	Lieut. Martel	Haiphong
Lutin	French gunboat	—	—	Commander Nenny	Haiphong
Parseval	French cruiser	—	—	Captain Fourest	Japan
Pluvier	French gunboat	—	—	Captain Forst	Haiphong
Scudder	French gunboat	—	—	Captain Rioul	Saigon
Turenne	French frigate	—	—	Captain Juge	Kobe
Villars	French cruiser	—	—	Captain Majet	Nagasaki
Vipère	French gunboat	4	100	Capt. Goudet	Kobe
Iltis	German gunboat	4	1840	Lieut.-Com. von Eickstedt	Kobe
Wolf	German gunboat	2	340	Lieut.-Com. Credner	Canton
Rio Lima	Portuguese gunboat	4	100	Com. J. H. Santa Barbara	Nagasaki
Tejo	Portuguese gunboat	—	—	Captain Camiaba	Macao
Ad. Nachimoff	Russian cruiser	20	—	Captain Dellison	Vladivostock
Bobre	Russian cruiser	15	1160	Capt. Munchikoff	Chemulpo
Koreyets	Russian gunboat	—	—	Captain Ostelatsky	Nagasaki
Manjur	Russian cruiser	—	—	Capt. Tcheplnin	Vladivostock
Najezdnik	Russian cruiser	9	253	Captain Zarine	Yokohama
Razboinick	Russian corvette	—	—	Captain Wulf	Vladivostock
Sivoutch	Russian cruiser	15	—	Captain Suriet	Vladivostock
Vostock	Russian gunboat	4	—	Commander Mulchonsky	Vladivostock
Aragon	Spanish cruiser	14	2600	Capt. L. F. Zaluaga	Manila

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